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CANADA

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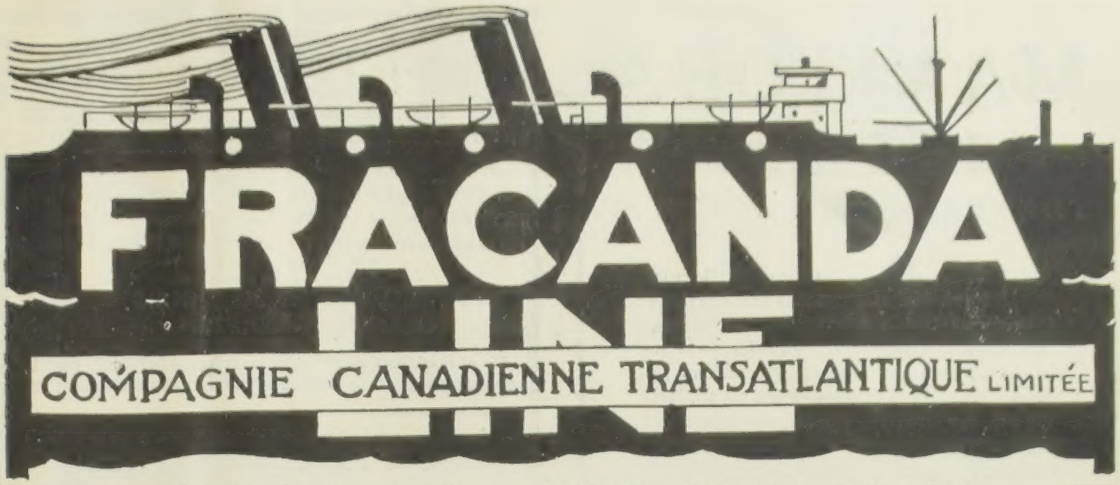

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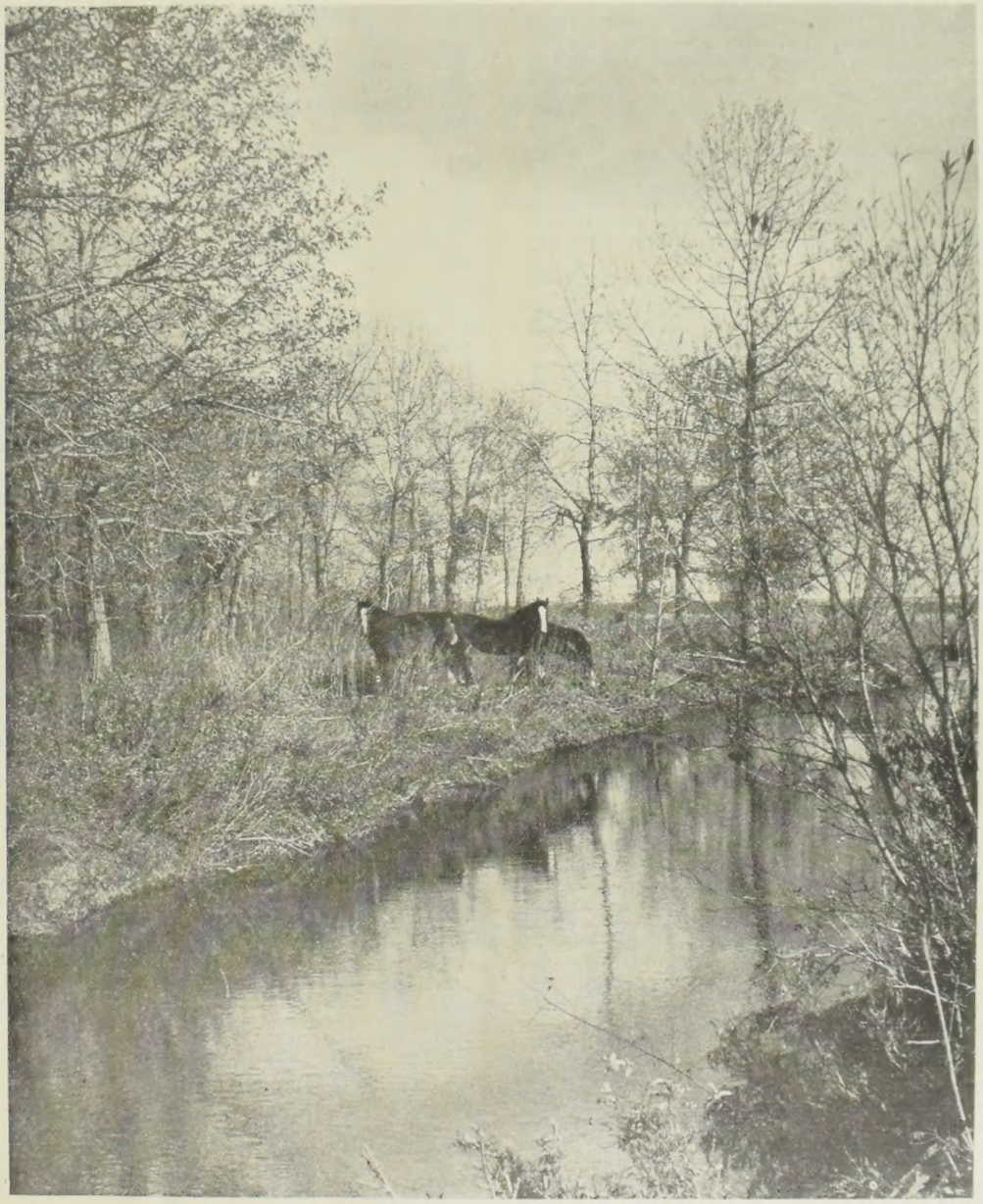

A RIVERSIDE SCENE NEAR HIGH RIVER, ALBERTA.
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MR. MEIGHEN AND THE CONFERENCE.

THE various speeches which Mr. Meighen has made in the Dominion House of Commons on the matters which are to come before the conference of Premiers in London next month must have proved to those who are unacquainted with the Prime Minister of Canada and his political record that he will not only be an admirable representative of Canada, but will be an exceedingly useful member of the conference. Mr. Meighen has shown himself fully conscious at once of the Canadian point of view and of the bearing of the various issues upon Imperial politics generally, while on several of the points that have been raised he has spoken with a firmness which speaks well for his independence.

According to the Toronto correspondent of the *Times*, there is comparative indifference being shown in Canada towards the Premiers' conference, due in large measure to political conditions in the Dominion. There is, he says, a common feeling that national problems are at the moment more urgent than Imperial problems. As a result, while there is no strong objection being raised to Mr. Meighen's visiting England, the necessities of the situation have been pressed upon him as a reason for making a short stay over here. Too much stress, however, need not be laid upon this aspect of the matter. It will be remembered that in some quarters a strong effort was made to prevent Sir Robert Borden from coming to Europe when peace conditions were under consideration. As we said at that time, the value of Sir Robert Borden's presence, from an Imperial point of view, was too great for merely Canadian considerations to stand in the way. The same applies to Mr. Meighen at the present time, with only the difference of the nature of the gathering which he is to attend.

At the same time, the views expressed by Mr. Massey, the Premier of New Zealand, in a speech at Edmonton, on his way across Canada, will be generally appreciated in the Dominions. Mr. Massey urges that Imperial conferences (in the more comprehensive sense of the term, we presume) will have to be held at longer intervals if they are to be continued, as Dominion Premiers find it impossible to leave their own countries every year to attend conferences in London. Mr. Massey believes not only that such conferences should be held at greater intervals, but that they should be held turn about in the several capitals of the Empire—in Canada one year, in either New Zealand, Australia, or South Africa the next, with, perhaps, every third conference at the heart of the Empire. Some such arrangement would obviate some of the objections to which we have referred.

The cabled summaries of Mr. Massey's speeches at Vancouver and Edmonton emphasised the wisdom of postponing until next year, at least, the more thorny constitutional question, and the views expressed by other Empire statesmen emphasise it still more strongly. In a special message contributed the other day to the centenary issue of the *Manchester Guardian*, Mr. Meighen well said:—

> The peoples of the Empire have never disclosed a liking for abrupt constitutional change, and they seem unlikely to embark soon upon complicated inventions in such a field. If there is a practical need it seems not unlikely to be met, not so much by novel devices in State organisation, as by clearly understood and definitely accepted declarations of principles which shall obviate the uncertainties and distractions to which allusion has been made, with improvements in so much of the form and content of the existing mechanism as may be found to be obsolete. In any case, full public discussion and the support of public opinion are essential to the success of any constitutional conference; and the immediate moral that suggests itself here is that the discussion, to be useful, should be directed primarily to a discovery of the principles that may require formal agreement and declaration and of the forms that may be obsolete.

Meanwhile, the other problems to which he has already addressed himself on the floor of the House at Ottawa are of sufficiently pressing importance from a Canadian as well as an Imperial standpoint to make Mr. Meighen's presence in London next month particularly desirable and welcome.

—* *—

NOTES OF THE WEEK.

Canadians and the Budget. Cabled comments on the Canadian Budget, introduced by Sir Henry Drayton in the speech summarised in last week's *Canada*, show that it has been favourably received in business and financial circles. Elsewhere we give one correspondent's summing up of the views on particular aspects of the changes proposed by the Minister of Finance.

Among the general public the feature attracting most attention is the sales tax. In many quarters its extension to the general turn-over has been urged; but Sir Henry Drayton has not accepted this suggestion. He has retained the principle of the sales tax, the only difference introduced being an increase in the scale. The tax in operation will be confined, as before, to sales of manufacturers, wholesalers, jobbers, and importers. The 1 per cent. and 2 per cent. rates on domestic transactions will, however, be increased to 1½ per cent. and 3 per cent. respectively, and the import rates will be 2½ per cent. and 4 per cent., these latter being thus 1 per cent. higher than the corresponding domestic rate.

* * *

Canada at Washington. Canada has been forestalled at Washington by Australia. A cablegram states that "President Harding has received in formal audience Mr. Sheldon, Commissioner in the United States for the Commonwealth of Australia, who proceeded afterwards to enter into diplomatic nego-

tiations with Secretary Hughes, of the State Department." The Australian official, of course, is not an Ambassador such as the Canadian Government has decided to appoint; nevertheless, the Dominion—whose first decision actually was to appoint a Commissioner—has in a manner had a march stolen upon it by the Commonwealth.

The appointment of a Canadian Ambassador is, according to the Dominion Government, being held up only by the inability to secure a suitable appointee who is willing to take up the duties of the post. While there does not seem to be any enthusiasm over the appointment in Canada, it seems to be generally agreed that the presence in Washington of such a representative would be of great utility to Canadian interests. The *Toronto Mail and Empire* puts the case thus:—

> Canada's business as a nation keeps on growing, and her relations with the United States have multiplied in recent years. Britain has business enough of her own to look after in Washington to keep her Ambassador's hands full without having the cares of Canada to attend to. The affairs of Canada are a large subject of study in themselves, and someone intimately acquainted with them is required at Washington.

On the other hand, there are not a few Canadians who, with Sir James Willison, see more danger to the unity of the Empire in the appointment of Dominion Ambassadors to the capitals of foreign nations. "It is certain," says Sir James in his monthly causerie in the *Canadian Magazine*, "that we should have a commercial representative at Washington, but it is not evidence of a subservient Imperialism to suggest that difficulties surround the appointment of an ambassador with diplomatic functions equivalent to those possessed by the British Minister. If he should have less authority than the ambassador from Great Britain his position would involve personal humiliation and it would not be easy to avoid occasional friction and misunderstanding."

* * *

The Imperial Capital.

From time to time the speculation is made whether in the fulness of years the Empire's capital will be transferred from London to Canada. Canadians, of course, full of confidence as to the future of their great Dominion, are among those who think that this will come to pass. Dr. Vaughan Cornish, however, who is a specialist in strategic geography, believes that London will continue as the "G.H.Q. of the British Empire."

In his paper on "London as an Imperial Capital," given before the Royal Colonial Institute last week, Dr. Cornish held that while the chief front of the British Empire lay on one or other side of the Atlantic, either in Canada or the British Isles, among other considerations, the Old World, being twice as large as the New, would probably always be the more populous, and the British Isles were also more central than Canada for inter-Imperial communication. Historical geography, was his conclusion, clearly showed that the Empire had its G.H.Q. normally placed in the headquarters of the British Isles; for "London stands in a storehouse of men and munitions; in a moated stronghold; and at a crossways of navigation where the Empire's commerce could be concentrated near the world's greatest railway system, its armies close to the greatest group of foreign Powers, and its navy at the maritime gate of the Empire."

* * *

The Grand Trunk Meeting.

The special general meeting of the stockholders of the Grand Trunk Railway of Canada, of which we give a report this week, was marked by an absence of anything calculated to hinder the further progress of the arbitration. One or two shareholders, it is true, showed a tendency to criticise the Canadian Government and to throw doubts upon its bona fides in regard to the future of the railway. The wise guidance of the Chairman, however, ensured that no hitch should occur, with the result that the shareholders, in agreeing to the proposed agreement with the Dominion Government, made the best of the situation in which they found themselves placed more by force of circumstances than any other factor.

Perhaps the most satisfactory feature of the meeting was the way in which those present seized upon the opportunity of paying a tribute to the services rendered by Sir Alfred Smithers and his co-directors during these troublous years, and showed their disapproval of a suggestion that they had not been guided by the interests of the stockholders as a whole. Under the new agreement, the directors now go out of office, giving place to nominees of the Government; but they will continue to act as a committee representative of the holders of the Preference and Ordinary stocks, for the carrying out of the arbitration—which will now, it is to be hoped, be carried to its conclusion without any further delay.

* * *

Labour Conditions.

It is, perhaps, in some respects fortunate that the unrest due to labour conditions is by no means confined to the United Kingdom. In the United States, in particular, the situation in some industries equally threatens trade revival, and is a subject of general comment in the Canadian Press. The remark attributed to Mr. Thomas upon his arrival in New York, that "Labour organisation here is fifty years behind England," receives confirmation in the reports that in certain coal areas the armed forces of the Republic have been employed and caused loss of life. The vast areas of Canada and the States, the varying climatic conditions and cost of living, prevent that intensive organisation of labour in cohesive action which has produced a complete shut-down in all the British coalfields.

In discussing the situation in the States, Canadian opinion dwells upon the fact that "Collective bargaining in Great Britain means generally that labour must be unionised before any contract can be made. Collective bargaining in the United States means dealing between a company and its employees free from any recognition of unions or any interference by the leaders of labour organisations." The Canadian view is that, while unionism does not seem to be making much headway in the United States, there is much evidence of increasing co-operation between employers and workers. The enormous proportion of foreign-born in the larger American Unions is, of course, another factor which differentiates the situation from that in Britain, while in Canada the fact that French-speaking Canadians largely predominate in its greatest manufacturing area militates against that cohesive action by Trade Unions which has been arrived at in the United Kingdom.

In the discussions upon labour troubles which are going on in all the English-speaking countries, it is noticeable that public opinion is practically unanimous that the wages and hours schedules in operation prior to the war were, generally speaking, unjust. On the other hand, a "ca' canny" policy is condemned, and there seems equal unanimity that the output should be at least maintained (subject to the shorter hours agreed upon), and that no rigid system of remuneration would be just and equitable which did not allow for the different conditions existing in different areas; a flat wage rate all round, or exactly the same hours in every district, might in reality prove so unjust as to provide no stable solution of the difficulties which are hampering the trade activities of the world.

* * *

Ship Stewards' Wages.

Whatever may be the case as regards the miners, the ocean-travelling public will have little sympathy with the Union of Ship Stewards, which has declined to accept the reduction in wages accepted by the Unions whose members supply the rest of the staff of an ocean steamship.

In a letter to the stewards of his company, Sir Thomas Fisher, of the C.P.R. steamships service, makes it quite clear that the stewards are offered a wage which is far in excess of that given in pre-war days, including a liberal extra for the increased cost of living, which, indeed, only affects those having an establishment to keep up on shore. It would be interesting to know how much these men average per voyage in tips, in addition to their wages. Here, again, is a case where a flat rate may operate unfairly, unless the tips are pooled and equitably divided among all sections of ship stewards.

That the cost of operating is keeping up passenger steamship rates so high as to check emigration and travel, is becoming more and more palpable. Unfortunately, neither the Stewards' Union leaders, nor some

other Union leaders, seem to pay any attention to the operation of economic laws. Mutual co-operation in good and bad times is the most sure method of securing steady, continuous employment for all classes of labour at a fair wage.

* * *

Canadian Ideas in the Saar Valley. Mr. R. D. Waugh, ex-Mayor of Winnipeg, who is one of the international Commissioners in the Saar Valley, continues to discharge his duties in the practical manner for which he was noted in the West. He has recently applied to the needs of that territory a scheme which had its origin in Manitoba.

A severe epidemic of foot-and-mouth disease has further depleted the herds of the Saar, already reduced by the war. To cope with the situation, Mr. Waugh bethought himself of the system of cattle distribution, known in Western Canada as the "Winkler cow scheme," after its originator, the late Hon. Valentine Winkler, who was Minister of Agriculture in Manitoba. Through it, the Provincial Government provided Manitoba farmers with picked stock on a long-term credit, and as a result, herds were increased by about 25 per cent. in four years. In the Saar, the communities that have adopted the scheme have done the financing themselves, through their own small community banks, without any assistance from the Government. Mr. Waugh reports that it did not take long before the scheme was flourishing there as it does in Manitoba.

* * *

The Authors' Association. The recently-formed Canadian Authors' Association, of which we have already spoken in *Canada,* is further dealt with in a special article which we publish this week. In regard to the membership, Mr. J. M. Gibbon, the President, stated at the organising meeting of the Ottawa branch that the Association had agreed that an author was any writer who had produced original, copyrightable literary material. It had also been decided to include editors—"so long as they behaved themselves," and dramatists and scenario writers were also eligible.

Not only the rights but the opportunities of authors are to be taken care of by the Association. One practical step has already been taken in arranging with the Canadian publishers for a Canadian book rate in November. By directing the attention of the public to the situation, it is hoped to add to the present comparatively small percentage of book-buyers—estimated at only 1 per cent. of the English-reading people of Canada—50,000 out of 5,000,000. It is reassuring to be told by Mr. B. K. Sandwell, the secretary, that in Canada the popular attitude towards authors is improving. Whereas before the war an author was looked upon as "useless, and a sort of parasite," during the war it was found that he had his uses, and he was used for propaganda purposes; and his merits in that respect have not been altogether forgotten.

* * *

Canadian Horticulture. Visitors to the Pacific Coast cannot fail to be struck by the prominent part played by the Chinese in market gardening in British Columbia, and the success which they achieve. While in "truck farming" the Oriental is thus an aggressive competitor of the Anglo-Saxon, it is welcome to learn, on the authority of the Dominion Minister of Agriculture, that there is one direction in which the yellow man has not so far been able to compete successfully with the white man, though he is an apt imitator. That is in the growing of flowers. Many of the best gardeners in British Columbia, as elsewhere, are Scotsmen, and Mr. Tolmie says the Chinaman has a very keen appreciation not only of the Scot's ability, but also of his frugality. And, judging by what one has seen of the "Chink's" practice of the "simple life," he ought to be an authority on such a subject.

During recent years the sale of flowers has increased in Canada. This the Minister regards as an indication of the progress of Canada's national life towards refinement, and he considers the day near at hand when both roses and bulbs will be purchased in British Columbia, where they can be successfully raised, instead of being imported.

RESTRICTED IMMIGRATION.

The temporary restriction of emigration from the United Kingdom to Canada to unmarried experienced agricultural workers, and those for only Ontario and Manitoba, and to a very limited extent Quebec, is now being enforced by the Dominion emigration authorities in the Mother Country. This represents probably the most drastic limitation of British immigration into the Dominion on record during the last quarter century, but is in reality only the same policy as has been adopted by New Zealand and some other parts of the Empire, and the United States.

Instructions have been issued by the emigration authorities to steamship companies and agents generally that applications from artisans to go to Canada are to be refused; that inexperienced men wishing to go on farms and experienced married agricultural labourers are to be asked to postpone their applications until the spring of next year; and that unmarried experienced workers are to be accepted only under the condition already stated.

This policy is apparently not altogether endorsed by some of the Provincial Governments in Canada. The Agent-General for British Columbia in London (Mr. F. C. Wade), for instance, states that his Government has notified him that British Columbia will still accept a limited number of trained agriculturists.

In any case, emigration is being discouraged only temporarily in view of the general business depression which exists in Canada, as in other countries. The granting of joint loans by the Dominions and the Mother Country to assist emigration from the British Isles is to be one of the subjects on the agenda of the June conference of Empire Prime Ministers.

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OBITUARY.

At Fredericton, N.B.—Mr. John Anderson (99), formerly member of the Legislative Assembly.

At Port Hastings, N.S.—Mr. Henry Archibald, ex-Warden.

At Montreal.—Dr. D. B. A. Macbean (83).

At Verdun.—Mr. Charles Jasper Hill (45).

At Toronto.—Mrs. Bridget Gilmour (105), who went out from Ireland in 1846; Rev. John D. Morrow (44), formerly a well-known athlete.

At Guelph.—Mr. Justice Louis M. Hayes, senior Judge of Wellington County since 1914.

At Almonte.—Mr. Francis Coulter (73), who served as Captain in the Fenian raids.

At New Westminster.—Mr. Fitzgerald McCleery, who went out from Ireland in 1862.

At Agassiz, B.C.—Mrs. Mary Caroline Agassiz (96), the first white woman settler in the district, widow of Capt. Lewis Agassiz.

Mr. Thomas D. Macfarlane, of Vancouver, who has been resident over here for the past four or five years, died at Richmond-on-Thames on Friday of last week. A native of Stratford, Ontario, Mr. Macfarlane was connected with the mining industry in the West for many years, and was a Yukon pioneer. He was also associated with the development of the iron and steel industry in Western Canada. The funeral took place at Richmond on Wednesday, and was attended by (among others) Mr. Landahl (son-in-law), and Mr. Blair, secretary to the office of the Agent-General for British Columbia. Mr. Wade, the Agent-General, who was unable to be present, sent a wreath. "I knew Mr. Macfarlane for years when he held a position in the Klondike under the Dominion Government," said Mr. Wade to a representative of *Canada.* "Pioneers of the Yukon now scattered all over the world will hear of his death with great regret. He was a man of infinite good humour, courtesy, and kindliness."

BIRTHS, MARRIAGES, AND DEATHS.

BIRTHS.

DAVIES.—On May 8, at Joe Batts Arm, Newfoundland, the wife of Rev. James Ramsbotham Davies, of a son.

KENNEDY.—On May 9, at Big Qualicum, Parksville, Vancouver Island, to Vera (née Brooke), wife of Capt. Nigel Kennedy (late Argyll and Sutherland Highlanders)—a son.

STEWART.—On May 12, at Shaunavon, Saskatchewan, to Dorothy Drewe (*née* Browning) and R. M. Stewart—a son.

MARRIAGES.

GOWAN—ROBERTSON.—At Quebec, on May 9, by the Rev. G. Farquharson, D.D., Alastair Aitkenhead Gowan, C.A., Montreal, to Mrs. Walker Robertson, widow of Capt. D. Walker Robertson, and daughter of the late Mr. and Mrs. Peter Burden, The Ridge, Stirling.

SHAW MACLAREN—SEDGWICK.—At Oyama, B.C., on May 7, by the Rev. A. O. Despard, Thomas David Shaw MacLaren, Dalnabreck, Oyama, son of the late Thomas Shaw MacLaren, of Shawfield, to Lilias May, daughter of the late Frederick Charles Sedgwick, London.

DEATHS.

MATHEWSON.—At her residence, 67, Sherbrooke Street West, Montreal, Ellie Hope Mathewson, youngest daughter of the late J. A. Mathewson.

IN MEMORIAM.

HULLIN.—In loving memory of Oswald Seton Hullin, Royal Canadian Regt., who gave his life for his country at Vimy Ridge, May 13, 1917.

MARTYN.—In memory of Lieut. Edgar Heath Martyn, R.A.F., of North Bay, Ontario, who fell at Bourecourt-sur-Somme with Capt. Francis L. Mond on Wednesday, May 15, 1918. Burial place unknown.

A CANADIAN LETTER: FROM OUR OWN CORRESPONDENT.

MONTREAL, May 6.

SOME Members of Parliament are inclined to the practice of making scriptural allusions in their speeches, which fact may explain why it is that in a test recently held for a Parliamentary reporting appointment there were four questions on sacred history. Most of the men were official shorthand writers in law-courts or on their own account, or newspaper men. Alas! for their non-membership of a Berean society. Most of them could not say where the Ten Commandments were to be found. One suggested that the prayer of Solomon was in Corinthians, another that Saul of Tarsus figured in the Gospels, while another ventured on Moses being found in Genesis. However, most of them relied more on Sir Isaac Pitman than on Elijah.

Veterans on Farms.

That 25,550 soldiers have taken up farms under the Soldiers' Settlement Act was stated before the special Parliamentary Committee last week by Major John Barnett, Chairman of the Board. Of that number, only 1,331 had failed, while 32 had defrauded the Board. Up to March last, 58,765 applicants had been examined, and 42,727 certificates had been issued enabling men to make application for loans. The Board had expended $25,592,426 for stock and equipment, and the security held for this consisted of thousands of head of livestock and settlers' chattels.

EX-SPEAKER LEAVES FOR CANADA.

Mr. J. W. Lowther, the ex-Speaker of the British House of Commons, on the landing stage at Liverpool, with Sir George McLaren Brown, European general manager, Canadian Pacific Railway, prior to embarking on the Canadian Pacific liner *Empress of France*, which sailed for Canada on May 11.

To the Oil Fields.

News from Edmonton, the centre point for jumping off for the oil fields in the North-West, shows that so far there is no sign of a mad rush; but it is stated that preparations are being made to accommodate those who intend to make the great adventure. It is estimated that the three companies which will operate transportation—the Hudson's Bay Company, the Northern Trading Company, and the Alberta & Arctic Transportation Company, operating on the Mackenzie and Peace River routes—are prepared to carry a minimum of 3,000 passengers, and that some eighteen or twenty round trips to the Fort Norman oil fields can be made by the triple service. In order to safeguard against people being stranded in that region at the end of the summer season, it will be incumbent upon travellers to take return tickets.

Saskatchewan Affairs.

In addressing a Liberal convention at Moose Jaw a few days ago, Premier Martin plainly hinted that the Provincial elections were drawing near. He told his hearers that he had been interested in watching the legislation enacted by the Drury Government of Ontario, and if one were to check it closely, it would be found that much of it had been discussed and passed in Saskatchewan some years ago. The Premier mentioned that there were 332 elevators in the Province. "They owe us something like three and a half million dollars, though on all of these we hold first mortgages. I just mention this to show you what it costs to help the farmers; but we have confidence in their future."

Canadian Grain Shipping.

The much-vexed question of how it is that so much Canadian grain is shipped over American waters instead of by Canadian routes will be probed by a special committee if Senator L'Esperance, of Quebec, has his way. He moved last week for the appointment of such a committee, consisting of Senators Casgrain, Tessier, Watson, Turiff, Nichols, McCall, Willoughby, Thompson, Chapais, Webster (Stadacona), and himself, to "enquire into and report upon conditions responsible for a large portion of Canadian export trade being routed via American instead of via Canadian ports. In discussing this matter in the Upper House, Senator Turiff attributed the diversion of traffic to U.S. ports to three causes, viz.: (1) The fact that traffic follows the cheapest route; (2) the superior speed of American ports; and (3) the higher marine insurance rates of Canadian ports.

Another internal transportation problem arises in the Maritime Provinces, where efforts are being made to secure the restoration of the old commodity rates and differentials on the Intercolonial section of the Canadian National Railways. Pourparlers have been taking place between the Hon. R. E. Finn, of the Nova Scotia Government, and the Hon. W. E. Foster, Premier of New Brunswick. It is stated that these Provinces will present a united front in opposing the application of the rates put into effect by the Railway Commission of Canada in relation to the Intercolonial Railway since 1916. As stated in one of my recent letters, the contention of these Provinces is that the Intercolonial Railway was not built as a commercial concern, but as an inducement to national inter-communication; in fact, to promote national unity through Confederation. Otherwise, it is argued, the commercial interests of that region lie south. Hence the judgment delivered by the present Minister of Finance, Sir Henry Drayton, when he was chairman of the Railway Commissioners, that the geographical layout could not be considered in relation to rates, will now be fought out. It is contended that if coal, lumber, steel and fish are to be conveyed to the Western market, the continuation of present freight rates is impossible.

Trees on the Prairies.

To the English immigrant, who is accustomed to the well-wooded lands of the Old Country, one of the drawbacks to the wide sweep of the Canadian prairies of the West is the absence of trees. Not only to the eye, but from the utilitarian standpoint, this is an omission of Nature which requires to be corrected, and this correction is the mission of a special tree-planting car which left Montreal last week for a trip across the Dominion. This car is the property of the Canadian Forestry Association, of which Mr. C. E. E. Ussher, passenger traffic manager of the C.P.R., is president. It is fitted up as a portable lecture room, with seats rising in tiers, capable of accommodating 120 persons. There is a moving film apparatus and screen on board, with an electrical generator, rendering it independent of local supplies. Arrived at a wayside station on the prairies, and heralded by previous publicity, the car is open to the public for afternoon and evening lectures and demonstrations, which are given by Mr. Archibald Mitchell, an expert on this arboreal work. Questions are answered as to the needs of any particular locality.

The primary object of this mission is not to beautify, but to render land more productive by means of the protective nature of the trees. By the planting of trees as wind-breaks, soil is prevented from drifting, the wind is moderated in relation to grain, moisture is conserved, and in many cases it becomes possible to grow small fruit that would otherwise be impossible. Then the farm is also rendered more beautiful, and thereby all round the farm

is made more profitable and valuable. "Shelter belts pay big dividends," is the slogan of this mission.

The Canadian Forestry Association has a twin mission, namely, that of fire prevention, for which purpose there is also a car operated in like manner on the Grand Trunk and Canadian National systems.

Montreal and Avion.

The rôle of "godmother" on the part of the City of Montreal in relation to Avion, in France, was proposed by a resolution of the City Council last week. This came up on a letter from the French Consul, who asked that a committee should be formed to help the little town with which Canadians were so intimately associated. Situated as a flank guard, Avion served as an outpost of Lens, and practically every Montreal battalion fought in front of and around Avion. It was during the summer of 1917 that the Canadian Corps pushed into Avion, and by doing so, obtained a grip on Lens which the Germans were unable to throw off. For a long time both sides held joint possession of the town, but finally the strategical advantage lay with the Canadians, who forced the Germans to accept possession of a salient that daily cost them a great deal.

Parliamentarians at Montreal.

Parliamentarians took a day off on Ascension Day and seized the occasion to swoop down upon Montreal in a body. It is the first and only time that the members of both Houses of Parliament have made a trip corporately to any city in the Dominion. The objective was an inspection of the port of Montreal on the day that three new sheds were to be officially opened by the Minister of Marine and Fisheries and Naval Service. The "oasis" of Canada has a great attraction for the Westerners, and they came readily in response to the invitation of the Harbour Commissioners. The day's programme for the 250 odd legislators, including both Senators and Commoners, was a varied one. They reached Montreal by Grand Trunk special about noon, and were first shown the two huge fireproof grain elevators, with conveyor system to fifteen steamship berths, at which nine vessels can be loaded with grain simultaneously. Several sheds were visited, at which there were steamers of the C.P.O.S., the Robert Reford Co. (Cunard and affiliated lines), and the Canadian Government Merchant Marine ships. Lunch was provided on the C.P.O.S. *Minnedosa* in port, and thereafter the visitors passed down the river on the steamer *Quebec*, of the Canada Steamship Lines, to see the general contour of the port. At the shipbuilding yards of the Canadian-Vickers, two miles below Montreal, the launching of a Norwegian ship was witnessed, and after that the party landed by the Victoria Basin to see the new sheds, Nos. 17, 18 and 19, opened officially by the Hon. C. C. Ballantyne. The gist of the various speeches made in the course of the day was that the plan of harbour administration by a business Commission under Government auspices has worked successfully with the leading port of the Dominion.

Vickers' Swan Song?

The launching of the Norwegian-American Line *Topdalsfjord* from the Canadian-Vickers yard had a note of sadness about it, inasmuch as it is the last ship that the company had on the ways, and unless some new order is forthcoming within the next few months, the plant will practically be closed down. Two years ago the great Maisonneuve shipyard employed over 3,000 men; to-day it has just over 1,000, and if there are no further orders for ships, that number will be reduced to about 200 men for the carrying on of ship repairing business.

The establishment of this great industry was considered a great stroke when it was accomplished just shortly before the war. The yard was established on a reclaimed site in the harbour of Montreal between 1910 and 1912. A number of expert shipbuilding men from the Clyde and the Tyne were imported, but for the rest, the English and French-Canadians of the city of Montreal soon picked up the industry. Over a dozen ships for the Canadian Government and a number of ships for Norwegian and French interests have been constructed there, and it is of interest to note that these Canadian-built ships have suffered far fewer casualties than have the ships of the American Shipping Board.

In addressing a gathering of returned soldiers and sailors in Maisonneuve recently, the Hon. C. C. Ballantyne deplored the present conditions in the shipbuilding industry, and the only hope of early relief that he held out was, first, that the Canadian-Vickers might be successful in tendering for the new Government ice-breaker; and, second, that the rate of exchange might so improve that it would be possible for foreign Governments to pass contracts to Canada, in which case the Government's legislation of last session in regard to financial assistance under such circumstances, would operate.

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YPRES ANNIVERSARY.

Reminiscences and Tributes at Montreal Gathering.

A dinner held in Montreal on April 22 to celebrate the sixth anniversary of the Second Battle of Ypres brought together a remarkably representative gathering of men from Eastern Canada who served overseas in the Canadian Corps.

General Sir Arthur Currie presided, and with him at the head table were: Brig.-Gen. McLaren, Brig.-Gen. W. O. H. Dodds, Col. the Rev. Canon F. C. Scott, Brig.-Gen. W. B. King, Lt.-Gen. Sir Henry Burstall, Lt.-Gen. Sir R. E. W. Turner, V.C., Maj.-Gen. Sir David Watson, Maj.-Gen. Sir Frederick Loomis, Brig.-Gen. Griesbach, Brig.-Gen. Ed. B. Panet, Col. the Rev. Canon Almond, and Col. the Rev. Canon Sylvestre.

Canon Almond, in proposing "Our Fallen Comrades," said that if the Canadian dead were formed in close formation it would take them six hours and forty minutes to pass a saluting base.

Gen. Currie, in proposing "The Canadian Corps," recalled that in the last hundred days of the war the Canadian Corps had defeated forty-seven divisions of the enemy—an achievement which had not yet been properly appreciated. The idea of the Canadian at the front, he said, had always been "what do you want us to do," and then to do it. That should be the idea of the returned soldiers, what they should do for the benefit of their country, and then to do it.

"Absent Members of the Originals" was proposed by Gen. Watson and replied to by Gen. Turner.

Sir Sam Hughes.

General Griesbach, in proposing "Canada's Defence Forces," referred to Gen. Sir Sam Hughes as a man whose masterful personality would long live in the history of Canada as the record of a patriotic citizen who had risen to a great emergency. "General Hughes now lies at the point of death," said Gen. Griesbach, "and I feel it incumbent upon me, as a man who has had controversies with him, to forget those things, and to remember to-night that Sir Sam Hughes forced things through at a time when such action was needed, and forced Canada to take a great position in the world's history, a position from which she will never recede. There was one man who did great work for Canada in the war, and that man was Sam Hughes. Those of us who know the things that did not go right and the things that did go right are loth to remember the mistakes, and more anxious to remember the really great work Sir Sam Hughes did for his country and the Empire in the time of trial."

"Canada's Defence Forces" was proposed by Gen. Currie and responded to by Gen. Burstall.

"Our Women of Canada" was proposed by Canon Scott, who paid tribute to the noble work the women of Canada had done during the war, not only the women who had gone overseas as nurses, whose work would long live in the memories of the men they helped, but the mothers and others who served at home. He said that from his service overseas he had learned to appreciate the heroism and devotion to duty of the Canadian nurses, as had many of the soldiers, both Canadians and those of other forces at the front.

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CANADIANS IN THE NAVY.

At the present time 13 out of the 37 lieutenants and acting-lieutenants of the Royal Canadian Navy are lent for service in the Imperial Navy. Three are in the submarine branch and one is training for it at Portsmouth; another is in the light cruiser *Carysfort;* one is engaged in surveying duties in the *Fitzroy;* and among the rest is one qualifying at Whale Island as a gunnery lieutenant.

In accordance with the arrangements made for the training of reserve engineer officers, engineer officers of the Special Reserve who reside in Canada should report to the Director of the Naval Service of Canada, Ottawa, the date on which they desire to embark for training as long as possible in advance, and in any case one clear month in advance. While undergoing such training they will receive pay at the rates laid down for engineer officers of corresponding rank and seniority in the Imperial Navy, and will be eligible for allowances as if they were on the R.N. permanent list. Ration allowance at the local rate, however, will be issued to the mess on their account. The total outlay in respect of each officer will be reclaimed from the Admiralty in due course. Payment of retaining fees will be made locally, annually in arrear, and applications for them should be made on or after January 1 each year to the Director of the Naval Service of Canada.

CANADIAN LITERATURE OF TO-DAY.

The Canadian Authors' Association.

By Charles W. Stok

A WRITER in a Canadian magazine recently who propounded the question "Where is Canadian Literature?" answered himself by saying "On the way to New York." But that it is not all thus *en route* was proved by the fact that Canadian authors to the number of over a hundred recently met in a two-day convention at Montreal, and formed a Canadian Authors' Association, on somewhat similar lines to the Authors' Society of Great Britain and the Authors' League of America. And there is a certain amount of irony in the fact that the gentleman who said that Canadian literature was on its way to New York, Mr. John Murray Gibbon, was elected the first president of the Canadian Authors' Association.

He would indeed be a bold man who said that there was no Canadian literature. Canada possesses a magnificent literature; the drawback is that comparatively little of it appears in the first instance in Canada, or is identified with Canada. It is frequently the misfortune of a small country to see its artistic effort absorbed into that of a powerful neighbour. Belgium and Switzerland are familiar instances in Europe; Canada is the principal instance in America. The publishers' lists of the United States are full of Canadian authors.

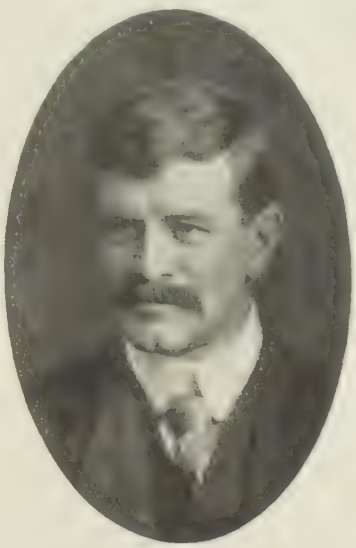
Amongst them, to select a few outstanding examples, are Stephen Leacock, one of the most popular humorists of the

another Canadian who has virtually become an Englishman following the example of the late Grant A

The reason why Canada loses so many of its brilliant write is largely that Canada, with its small population, cannot offe the rewards that the writer will find in the United States or in England. In that the writing profession is not alone, fo the most famous Mary in the world Mary Pickford is a Toronto girl

Mr. Basil King, a Prince Edward Islander, whose "I Shrine" and "City of Comrades" have been amongst the most notable novels of recent years, and who now live in Boston, put the matter succinctly in a speech before the Canadian Authors' Association: "Why do I," he said, "essentially a Canadian in character and point of view, write as if I were an American? Because in the British Provinces alon the Northern border of the United States there is not yet a writing and publishing profession, or a readi g public sufficient to maintain one. The Dominion of Canada be compared to a hyphen between two long words, one of which is British Empire and the other United States. The hyphen belongs to both. In the matter of literature it draws from both contributes to both; but when it comes to contributing contributor must choose. A Gilbert Parker, with English nections, becomes an English writer; a Bliss Carman, with the

MR. J. MURRAY GIBBON.



PROFESSOR STEPHEN LEACOCK.

REV. C. W. GORDON, D.D. ("RALPH CONNOR.")
Photo: J. Weston & Son Folkestone.

present day, who in private life is a professor at McGill University, Montreal; Bliss Carman, one of the most artistic of living poets; Charles G. D. Roberts; Robert W. Service; "Ralph Connor"; "L. M. Montgomery," author of that charming story, "Anne of Green Gables"; Norman Duncan, who wrote "Dr. Luke of the Labrador"; and E. W. Thomson, author of "Old Man Savarin." Amongst the popular magazine writers who delight American readers are Basil King, Arthur Stringer, Frank L. Packard, George Patullo, and Agnes C. Laut, all of them of Canadian birth. Sir Gilbert Parker is a Canadian, too, although he publishes more as an Englishman; John McCrae, another Canadian, wrote the most famous war-poem, "In Flanders Fields."

There are others of lesser fame, some of whom have not perhaps emigrated, but who are nevertheless generally known as much outside Canada as within its own borders—a number that is sufficiently large to disprove utterly the suggestion that there is no Canadian literature. Amongst these can be cited Peter McArthur, Robert J. C. Stead, Captain F. W. Wallace, Duncan Campbell Scott, Marjory Pickthall, Alan Sullivan, Sara Jeannette Duncan, and three charming woman novelists, Isabel Ecclestone Mackay, Mrs. Emily Murphy (author of "Janey Canuck in the West"), and Nellie McClung (author of "Sowing Seeds in Danny"). Amongst Canadian writers now dead, Wilfrid Campbell, Dr. W. H. Drummond, Archibald Lampman, and Pauline Johnson—to pick but a few from Campbell's own anthology, "The Oxford Book of English Verse"—are well known in England. Mr. G. B. Burgin is

drawing power there, works under the banner of the Stars and Stripes."

There is, of course, another distinctive note in Canadian literature—the French-Canadian. The two-and-a-half million Canadians who speak French as their native language have developed a literature of their own, of which the most distinguished figures are the poets Louis Frechette and Octave Cremazie, and the historian Sulte.

This class is not frequently an emigrant one: French-Canadian literature is little read outside of Canada. Nor does it receive many fresh impulses from France, although "Marie Chapdelaine," by Louis Hemon, a young Frenchman who transferred his allegiance to Quebec, is one of the finest portrayals of habitant life. The interests of the French-Canadian author are not altogether identical with his English-Canadian brothers; but in spite of this the new Canadian Authors' Association starts its existence with a French-speaking section

The objects of the newly-formed Canadian Authors' Association are: To act for the mutual benefit and protection of the interests of Canadian authors and for the maintenance of high ideals and practice in the literary profession: to pro adequate copyright legislation: to assist in protecting literary property of its members: to disseminate information as to the business rights and interests of its members as authors; to promote the general professional interests o creators of copyrightable literary material: and to encourage cordial relationship among the members and with authors of other nations. The central office of the Association will be

situated in turn in Montreal, Ottawa, Toronto, and Winnipeg, for a period of three years in each. Montreal was selected as the first headquarters largely on account of the French-Canadian section provided by the constitution. This section acts under the general constitution, but is self-governing under a "president de section," and it was thought that Montreal offered the best opportunities for the co-operation of the main Association and the French-Canadian section.

The names of the officers have already appeared in *Canada*. Mr. John Murray Gibbon, Montreal, is President; Mr. B. K. Sandwell, Montreal, secretary; and Professor W. S. Wallace, Toronto, treasurer.

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APPROVAL OF THE BUDGET.

General approval is expressed in business circles at the terms of the Budget (says the Montreal correspondent of the *Daily Telegraph*). It is considered that Sir Henry Drayton showed wisdom in avoiding tariff revision with its resultant disturbance of trade during the present re-adjustment period, while the minor changes announced are necessitated by the terms of the preferential treaty for the West Indies, which is expected to create a substantial increase in mutual trade. Eastern papers approve the reaffirmation of the principle of the protection of home industries, while the main criticism of the Western journals is the continuation of a protective policy.

One of the most important changes included in the Budget announcement is the alteration of the Customs Act in respect to the valuation of imports for duty purposes. American exporters will be unable in future to enter goods invoiced at $100, which owing to the exchange cost Canadian importers about $117. Hereafter the percentage of the discount of Canadian money in the United States will be added in assessing the value. The depreciation of European currency is also provided for, but provision for depreciation is not allowed beyond 50 per cent. in levying the duty on imports into Canada. The change will not affect importations from Britain where the depreciation of sterling is only about 10 per cent., while it will severely affect the trade of Germany and Austria, whose currency is depreciated almost to vanishing point.

The further stringent anti-dumping regulations meet with the general approval of manufacturers in Eastern Canada, while it is considered that the regulation that imported goods must be marked with the name of the country of origin is likely to promote trade with England and France.

The increase in the sales tax of ½ per cent. is approved in business circles. The Boards of Trade had recommended the replacement of the general turnover tax, and are disappointed that it has not been adopted by the Finance Minister; but approve the increase in the sales taxes as a step in the right direction.

The most spectacular feature of the Budget is the doubling of the duties on imported domestic liquors, making the duty on imported liquors $10 per gallon and the excise on domestic liquors $9 per gallon. At the present time this particularly affects Quebec, which is the only Province allowing the free sale of spirits under Government control, while British Columbia is adopting the same system on June 1. The result of the Budget change is an immediate advance in the price of all spirits in the Province of Quebec by 80 cents per quart bottle, which became effective to-day. While this is a sharp increase in the already high prices, it is recognised that this is a tax on luxuries which, properly imposed, will mean a considerable accretion of revenue.

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"THE FIGHTING NEWFOUNDLANDERS."

An interesting bronze statue, entitled "The Fighting Newfoundlander," is on view at the Royal Academy. This statue, of which Mr. Basil Gotto is the sculptor, has been purchased by Sir Edgar Bowring, the High Commissioner for Newfoundland, and will be presented to the City of St. John's for erection in one of the parks. It is regarded as an exceptionally fine piece of statuary, and excites considerable admiration at the Academy.

Mr. Gotto is also to be the sculptor of the battlefield memorials which will be erected on sites in France where the Royal Newfoundland Regiment was conspicuously engaged during the war. The memorial will take the form of a caribou in bronze, and should prove an outstanding and picturesque ornament and a suitable memorial to the exploits of Newfoundland's soldiers.

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The public attitude towards the Bill to modify the provisions of the Civil Service Act and partially to restore the patronage system is so hostile that the Bill will probably be abandoned (says the Toronto correspondent of the *Times*). The soldiers especially are united against the proposals. The Civil Service also regards the Bill with suspicion, while many newspapers point out that the Union Party at the last General Election was as clearly pledged to abolish patronage as it was to establish conscription.

A BURIAL AT SEA.

Lord Morris's War Time Reminiscence.

Lord Morris, ex-Premier of Newfoundland, contributes to the current issue of the *Newfoundland Quarterly* some reminiscences of "Crossing the Atlantic in the Days of the Submarine," being notes from the diary of a voyage in October, 1917. In the course of which he says:—

"The *Corsican* has signalled that one of the privates on board has died and would be buried at sea at the hour of four to-day. Poor lad, what a sad ending for one with pluck and spirit! I cannot help feeling for the mother and relatives. What a misfortune that their present unconsciousness of trouble cannot continue, that the sad hour of breaking the news and all the harrowing details which follow in the wake of death must come to them! . . .

"Four o'clock.—I have just come from the upper bridge after witnessing the burial at sea on the *Corsican*, now near on our port bow. Precisely at a quarter to four the Union Jack was hoisted half-mast. All the other ships did likewise. Then the service was read, which, with a glass I could plainly observe, the last gun was fired and the body committed to the deep. Certainly a most impressive scene, which I shall not quickly forget. The body committed to the deep was that of a lad, we were told. He had heard the call of duty and joyously responded as youth only can. He was going to foreign lands to fight, but he was going to fight for England. He was going 'home,' he would be amongst his kith and kin. He was of the bull-dog breed who had colonised the new lands overseas. Now the Mother was attacked her offspring was going to her aid. In view of the short passage, as in the present instance where we are due in Liverpool on Tuesday, it would not seem out of place to coffin the body and lay it in English soil; not that it would mean much to the boy who gave his life for England, but it would be some consolation to the broken hearts at home. After all, though he was a private, he was somebody's joy and promise. We are an Empire held together by sentiment, and yet in many of our methods we often outrage many of the emotions that influence our humanity. Still, it would be difficult to choose a more sublime burying-place, for surely this is 'God's Acre' out on the broad Atlantic, where the roar of the sea will for ever chant his requiem.

A Pathway of Glory.

"We were all sensibly affected as we gazed out over the vast expanse of waters where the rays of the setting sun made a pathway of glory like a road to a better land in the direction of Western Canada, the home from where the young warrior had come, and then away to the South from where the evening breeze was blowing, one could almost fancy the air perfumed by its journey over the spices and fragrant flowers of those lands where the great boiling and seething current of the Atlantic takes its rise. Although mid-October, it might have been a summer's evening such as one experiences only in the fruitful harvest month of July. The sea was still confused and running high, but this further lent to the grandeur of the view. Gazing on the panorama spread out before us one was apt to forget we lived in a world of sin and sorrow, but the thousands of bareheaded troops, sailors and soldiers, and the camouflaged ships around us and our mourning garb proclaimed another story. I could not help wondering why it was we could feel and act as we did towards each other, why we have no good will, why there was no peace on earth if the spirit of the scene before me was real and not artificial. I shall never forget that burial at sea—the solemn surroundings, the service, the thousands of mourners all hurrying on to the great conflict, and yet at the moment of this burial service displaying an amount of feeling and sentiment creditable to them and in harmony with our sublime surrounding. The scene was certainly a grand one, and if not buried by angels as Moses was, this Canadian boy found as sublime a resting-place in the solitude of the North Atlantic.

> No useless coffin enclosed his breast,
> Nor in sheet nor in shroud we wound him,
> But he lay like a warrior taking his rest
> With his martial cloak around him.

Here we must leave him till that day when the sea will give up its dead."

* *

Only two Canadian Provinces have adopted floral emblems. Nova Scotia has the mayflower and Manitoba the "crocus," or pasque flower (*Anemone natens*).

The Newfoundland Government are considering the question of having the country's coat-of-arms revised. The only coat-of-arms registered in the College of Arms in London is one dating back to the year 1637, which consists of a shield surmounted by a caribou and supported by two Indians or Beothics, who were the original native inhabitants of the island, with the motto, "Quærite Primo Regnum Dei." The present Government contemplate the revision of this coat-of-arms, as the Beothics are not now indicative in any way of conditions in the Ancient Colony; and as it is often necessary to refer to the arms of the different Dominions, Newfoundland is anxious to have its national emblem settled.

PURELY PERSONAL

All communications for this page must be duly authenticated, and should reach us on Tuesday morning before the date of publication.

The Queen, accompanied by Princess Mary, paid a visit on Friday afternoon of last week to the exhibition of pictures of China and Japan by Mr. P. A. Staynes, R.O.I., and photographs in colour of Canada by Miss Olive Edis, at the Canadian Pacific Railway offices. Her Majesty showed a very great interest in the Exhibition, and expressed great admiration for the work of both Miss Edis and Mr Staynes. The collection of photographs included one of Princess Mary and another of the Prince of Wales' Ranch in Western Canada. The Exhibition, which closed last Monday, was also visited by Lord Haldane, Mr. Augustine Birrell, and many other notable people.

* *

Among those present at the banquet given by the Prince of Wales to the Crown Prince of Japan at York House on May 11 were Sir George Perley and Sir Edgar Bowring. They were also present at the reception given by the Japanese Ambassador and the subsequent banquet to the Crown Prince on May 13, at which Sir Robert and Lady Kindersley were also guests.

* *

The Rt. Hon. Arthur Meighen intends to remain in London for only about two weeks when he comes over for the Premiers' conference.

* *

The Hon. W. E. Foster, Premier of New Brunswick, was the guest of Lt.-Col. McLean, M.P., at the House of Commons last week. Mr. Foster, who returns to Canada on June 4, has been elected a member of the Overseas Club and Patriotic League.

* *

On Empire Day, Tuesday, May 24, a dinner will be given by the Royal Colonial Institute at the Hotel Cecil, at which the guests will include Sir Edgar Bowring and Sir George McLaren Brown. Field-Marshal Sir Henry Wilson, G.C.B., D.S.O., will preside.

* *

Sir Frank Barnard, who was Lieutenant-Governor of British Columbia from 1914 to 1920, and Lady Barnard have returned to London from the South of France, and are staying at the Hotel Cecil.

* *

Sir Connop Guthrie has been staying in Montreal en route to Vancouver.

* *

At the invitation of the Toronto Transportation Commissioners, Mr. H. E. Blain, assistant managing director of the London Underground Railways, sailed for Canada last Wednesday to advise on the transport problem of that city.

* *

Mr. W. Wilson, superintendent of branches, and Mr. S. R. Noble, general inspector of the head office of the Royal Bank of Canada, have arrived in London, and will also visit the bank's offices in Paris and Barcelona.

* *

Brigadier-General John A. Gunn, O.C. the Queen's Own Rifles, Toronto, has been appointed commander of the 6th Infantry Brigade, and Lt.-Col. Bart Rogers, D.S.O., M.C., of the 14th Infantry Brigade.

The Hon. James Cranswick Tory, M.P.P., who was recently sworn in as a member of the Nova Scotia Cabinet without Portfolio, was born in Guysboro' County, N.S., on October 24, 1862. After being with the firms of A. J. O. Maguire & Co., Guysboro', and A. N. Whitman & Son, Canso, from 1885 to 1891, he became special representative of the Sun Life Assurance Co. of Canada in the West

THE HON. J. C. TORY.

Indies. After holding successively the positions of superintendent, manager at Michigan, superintendent of agencies at Montreal, and general manager of the Western Foreign Department of the company, he took up his present position of general manager of agencies in 1915. Mr. Tory, who is one of the leading business men of Montreal, married Caroline Emma, daughter of Mr. Abraham N. Whitman, Canso, in 1894.

* *

Miss Muriel Fraser, daughter of Mrs. John Fraser, the New Sherbrooke, Montreal, whose marriage to Mr. Ralph Hodgson is taking place in London early in June, has arrived in England by the *Minnedosa*, accompanied by her brother-in-law and her sister, Mr. and Mrs. Arnold, of Winnipeg.

* *

Mr. John Howard, Agent-General for Nova Scotia, and Mrs. Howard entertained the following guests at dinner at Princes' Restaurant on May 12:—The Hon. W. E. Foster, Premier of New Brunswick, and Mrs. Foster; Mr. Charles Archibald, President of the Bank of Nova Scotia, and Mrs. Archibald; Mr. E. C. Macleod, London manager of the Bank of Nova Scotia, and Mrs. Macleod; Mr. F. C. Wade, Agent-General for British Columbia, and Mrs. Wade; Mrs. Chrimes, Mr. Hill, Col. and Mrs. Grant Morden, and Capt. and Mrs. Boyd-Carpenter

* *

Mr. Percival Parker, K.C., of Toronto has returned to London from San Remo, where he was the guest of Capt. Reginald Van Cutsem at his villa

Lady Perley intended leaving town on Wednesday for a short stay in the country to recuperate after her recent illness.

* *

Dr. Duncan Macdonnan, F.R.C.S., and Mrs. Macdonnan, of Toronto, have arrived in London from Italy and the South of France. They are staying at the Langham Hotel and return shortly to Canada.

* *

The Hon. Frank Phippen, K.C., and Mrs. Phippen, of Toronto, who have been staying at the Ritz, sailed on May 11 for Canada.

* *

Captain the Hon. Francis and Mrs. Eaton have left for a tour in Canada.

* *

At the anniversary dinner of the Royal Geographical Society in the Connaught Rooms at 7.30 p.m. on Tuesday May 31 the guests will include Earl Buxton and the High Commissioner for Canada.

* *

Lt.-Col. J. H. Roy, of Ottawa, who arrived by the *Empress of France*, is now on the Continent, where he will be for at least three years one of the Canadian representatives on the Imperial War Graves Commission.

* *

Mr. George Beardmore gave a dinner party at his residence in Toronto on April 24, at which the guests included General and Mrs. Mitchell, Mr. and Mrs. W. D. Ross, Mr. and Mrs. Leyd, Mr Carthey, Mr. Fisk, Mr. Frank McKelcan, Mr. and Mrs. Dyment, Mrs. J. K. Kerr, and Mr. Fred. Beardmore.

* *

Lady Stavert and the Misses Stavert have arrived from Montreal, also Mrs. F. H. Barwick and the Misses Barwick, of Montreal, and Mrs. H. O. Wootten and her daughter from Vancouver.

* *

Mr. and Mrs. W. R. Miller, of Montreal, are expected by the R.M.S. *Empress of France* on June 1.

* *

Prior to leaving St. John for England, Mr. and Mrs. Malcolm McAvity were entertained at a dinner dance by Lady Hazen, her sister.

* *

Lt.-Col. Beckles Willson, Director of Government Publicity, Gold Coast, has returned to London, and will attend the Rubber Exhibition at the Agricultural Hall on June 4.

* *

Mr. George A. Dobbie, of Newlands & Co., Ltd., and the Stauffer Dobbie Co., Ltd., of Galt, Ont., has returned to the Hotel Cecil from France, Belgium, Holland, and Germany, and leaves for Canada with Mrs. Dobbie by the R.M.S. *Empress of France* on June 8. Mr. Dobbie has been looking into the prospects of trade in Europe for Canadian textile manufacturers.

* *

Sir Vincent and Lady Meredith sailed for Canada by the *Aquitania* last Saturday.

* *

Dr. G. C. Creelman, late Agent-General for Ontario, who was recently appointed general manager of the Niagara Fruit Growers, Ltd., at a salary of $12,000 a year, has been compelled to relinquish the position on account of health. It is understood that the position was offered to the Hon. Manning Doherty, Minister of Agriculture for Ontario, but the latter declined to accept it.

* *

Mr. I. Claman, president of Claman's Ltd., Vancouver, has arrived in England on a business trip

Miss Phillippa Macmaster, daughter of Sir Donald and Lady Macmaster, was the guest of Mr. and Mrs. Sidney Johnson during her stay in Montreal, and will visit friends in Toronto and elsewhere before returning to England.

* *

Mr. and Mrs. Stewart McClenaghan are leaving Quebec on May 24 for a two months' visit to England and the Continent. In June Mr. McClenaghan will attend the International Convention of Rotary Clubs in Edinburgh.

* *

Among the departures for Canada by the *Empress of France* were Mr. T. F. Ahearn, Mr. and Mrs. J. P. Black, Mr. and Mrs. Casgrain, Mr. and Mrs. B. B. Cronyn, Mr. and Mrs. H. V. Gale, Archdeacon A. C. Mackintosh, Mr. S. Macnaghten, Mr. P. R. M. Marling, Mr. V. P. Molson, Mr. A. C. Morrice, the Hon. Wallace Nesbitt, K.C., and Mrs. Nesbitt, Lady A. B. Price and the Misses Price, Mr. W. W. Skinner, K.C., and Mrs. Skinner, Major-General P. E. Thacker, C.B., and Mrs. Thacker, Mr. and Mrs. W. B. Trethewey, and Major-Gen. E. W. Wilson, C.M.G.

* *

Among the departures by the *Tunisian* were Mr. and Mrs. E. T. Scammell and Mrs. Scammell, Lt.-Col. H. B. D. Campbell, R.E., and Mr. and Mrs. Derônne.

* *

Among the Canadians touring the West Indies in the Royal Mail Steam Packet s.s. *Chignecto* are Mr. D. Baird, Miss A. M. Busche, Rev. A. G. Bradshaw, Mrs. A. G. Bradshaw and infant, Mrs. J. A. Campbell and son, Mr. A. Caby, Mrs. A. Caby, Mr. A. Camacho, G. A. Fitz-Randolph, Mrs. G. A. Fitz-Randolph, F. D. Gill, Mr. Goulet, Mrs. Goulet, Miss Alice Genever, A. E. Harrison, Rev. E. Malone, Mrs. E. Malone, Master E. Malone, Mrs. H. M. Melville and child, Mr. Talbot, H. Willis, Mr. C. Rimes, Miss F. Rimes, Mr. Archer, Mrs. Archer, J. Martin, Mrs. J. Martin.

ENGAGEMENTS AND MARRIAGES.

A marriage has been arranged between Capt. the Hon. Patrick Kinnaird, Aide-de-Camp to the Duke of Devonshire, Governor-General of Canada, and Margaret Stella, daughter of Mr. Fitzherbert Wright, of Yeldersley Hall, Derbyshire. Capt. Kinnaird is the younger son of Lord and Lady Kinnaird, of Rossie Priory, Perthshire, and was born in 1898. He is a captain in the Scots Guards and has been an extra Aide-de-Camp to the Duke of Devonshire since last July. Two of his brothers were killed in the war. His fiancée is the second daughter of Mr. and Mrs. Wright, her mother being a daughter of the late Colonel H. C. Fletcher, C.M.G., of the Scots Guards.

* *

A marriage has been arranged to take place at the end of May, between Amelia Elizabeth, elder daughter of Mr. and Mrs. J. Charles Brennan and Wallace Kingsley Moore, elder son of Mr. and Mrs. William Wallace Moore, of Montreal.

* *

The engagement is announced of Miss Sarah Bromfield Steuart, daughter of the late Mr. R. Bromfield Steuart, C.E., of Orchard Dell, Lanark, Scotland, and Mrs. Bromfield Steuart, Dorval, Que., to Mr. Edward Holder, of Montreal, son of the late Mr. Holder and Mrs. Holder, of Summerland, B.C.

* *

A marriage has been arranged and will take place in June between Mr. Leonard Wyville Hancock, M.C., of Nottingham, and Helen Marguerite, widow of the late Capt. Sidney Frederick Johnson, and daughter of Mr. Farquhar Robertson, Montreal.

The engagement is announced between Capt. Geoffrey William Kindersley (late 9th Scottish Rifles), youngest son of Mr. and Mrs. R. S. Kindersley, of Lower Weddicott, Chagford, Devon, formerly of Eton College, and Catherine Margaret, only daughter of Mr. and Mrs. William McNeill, of Ardgowan, Vancouver.

* *

The marriage of Miss Catherine Monica Ross, daughter of Mr. and Mrs. W. Robertson Ross, Lorne Avenue, to Mr. John Lonsdale Gilmour, son of the late Mr. Thomas Gilmour and Mrs. Gilmour, has taken place at the Church of St. John the Evangelist, Montreal.

* *

Colonel and Mrs. E. C. Complin, of Toronto, announce the marriage of their only daughter, Constance, to Mr. Aubrey M. Dixon, son of Canon and Mrs. Dixon, of Toronto.

* *

The marriage of Miss Mary Kinney, daughter of Mrs. Kinney, of Halifax, N.S., to Major W. G. Hagarty, D.S.O., R.C.H.A., youngest son of Mr. and Mrs. Hagarty, Chestnut Park, Toronto, has taken place in St. Mary's Cathedral, Halifax.

* *

At Rosedale Presbyterian Church, Toronto, Miss Rochel Belle Gage, youngest daughter of Mr. and Mrs. W. K. George, Highlands Avenue, was married to Mr. Alexander Leslie Gooderham, youngest son of Mr. W. G. Gooderham, Elm Avenue, Toronto.

* *

At St. Matthew's Anglican Church, Quebec, Annie Amelia, only daughter of Mr. and Mrs. David Duncan, Quebec, was united in marriage to Mr. Philip McDougal Veale, son of Mr. P. H. Veale, City Assessment Commissioner, Ottawa.

* *

The engagement is announced of Miss Agnes Richardson, niece of the late Senator H. W. Richardson, Kingston, and sister of James Richardson, Winnipeg, head of the firm of James Richardson & Sons, to Dr. Frederick Etherington, who commanded No. 7 Canadian General Hospital during the war. The honeymoon will be spent in Europe. Dr. and Mrs. Etherington will reside at Ottawa.

* *

The wedding of Miss Lorna Maud Clerk, daughter of Mr. and Mrs. Alonzo H. Clerk, to Mr. Walter H. Kingsland, of Ottawa, has taken place in Montreal.

* *

The marriage of Gladys Myra, daughter of the late Mr. Alfred Griffin and Mrs. Griffin, Montreal, to Mr. Ernest Bruce McLaren, of Westmount, son of Mr. Robert McLaren, of Ottawa, formerly of Montreal, took place at the Dominion Methodist Church.

* *

THE GLADYS CHESTER CONCERT.

A great reception was given Miss Gladys Chester at her violin recital at the Wigmore Hall on Tuesday night. She played delightfully to a crowded house, which showed itself to be appreciative and enthusiastic. The programme, including a "Sonata in C Sharp Minor," by Dohnányi, a selection from a Bach sonata for violin alone, and a waltz by Saint-Saens, was a varied and ambitious one, which enabled the artist to exhibit her technique. Miss Chester is a powerful player, and should do well.

Mr. John Booth sang some modern English songs, among them a transcription from the Chinese of A.D. 811, which delighted the audience. Mr. Russel Chester accompanied throughout in a sympathetic manner, but at the opening stages lacked some of his sister's confidence.

WHERE TO GO AND WHAT TO SEE

A Weekly Bulletin of Amusement Round London.

OUT-OF-DOORS.

CRICKET.

LORD'S (St. John's Wood Road Station. Met.).—Saturday, 21, M.C.C. *v.* Australians. Wednesday, 25, Middlesex *v.* Warwickshire.

THE OVAL (Oval Station, City & South London Railway).—Saturday, 21, Surrey *v.* Essex.

RACING.

MANCHESTER MEETING. Friday, 20, and Saturday, 21

POLO.

HURLINGHAM.—Saturday, 21, Social Club's Cup (Final). Monday, 23, Whitney Cup (commences). Wednesday, 25, International Trial Match, England *v.* The Rest.

RANELAGH.—Saturday, 21, Americans *v.* Freebooters. Wednesday, 25, Americans *v* Ranelagh.

ROEHAMPTON. — Saturday, 21, England *v.* Roehampton. Monday, 23, Whitney Cup (commences).

MISCELLANEOUS.

ZOOLOGICAL GARDENS, Regent's Park.

INDOORS.

THEATRES, ETC.

ADELPHI, Strand).—"The Naughty Princess." (W. H. Berry, Lily St. John.)

COURT, Sloane Square.—"Othello." (Madge Titheradge, Godfrey Tearle.)

CRITERION, Piccadilly Circus.—"Grumpy." (Cyril Maude, Ann Trevor.)

GAIETY, Aldwych.—"Faust on Toast." (Jack Buchanan, Maisie Gay.)

LITTLE, John Street, Adelphi. — "Grand Guignol." (Sybil and Russel Thorndyke.)

NEW OXFORD, Oxford Street.—"League of Notions." (Dolly Sisters, Lupino Lane.)

PRINCE OF WALES, Coventry Street.—"Nightie Night." (Percy Hutchinson. Dorothy Minto.)

"THE OLD VIC." Waterloo Station.—Saturday at 2.30, "Pericles," at 7, "Cavalleria Rusticana."

Varieties.

COLISEUM, St. Martin's Lane.

MASKELYNE'S Theatre of Mystery, Langham Place.

PALLADIUM, Argyll Street, Oxford Circus.

MADAME TUSSAUD'S Exhibition, Baker Street.

OLYMPIA, Addison Road (Kensington Stn.). —Royal Naval and Military Tournament.

CONCERTS.

WIGMORE HALL, Wigmore Street.—May 28, Jascha Spivakovsky (pianist) at 5.30 p.m

CINEMATOGRAPH THEATRES.

PALACE, Cambridge Circus.—Mary Pickford in "Pollyanna."

STOLL, Kingsway.—Milton Rosmer in "Belphegor the Mountebank."

EXHIBITIONS.

ROYAL ACADEMY, Piccadilly.—Summer exhibition.

THOMAS MCLEAN'S GALLERY, 7, Haymarket.—Exhibition of Sculpture, by Gertrude Whitney.

MANSARD GALLERY, 195, Tottenham Court Road (London Group).—Exhibition of Modern Painting.

FRENCH GALLERY, 120, Pall Mall.—112th Exhibition.

SMALL ÆOLIAN HALL, New Bond Street.—Pictures by Ettore Cosomati.

LECTURES, ETC.

PHILHARMONIC HALL, Great Portland Street. —Ross-Smith Flight to Australia.

SCHOOL OF ORIENTAL STUDIES (University of London, Finsbury Circus, E.C.2).—Forlong Bequest Fund Lectures. Thursdays, "The Buddhist Literature of China."

* *

The Hon. Edward Brown, Provincial Treasurer for Manitoba, has intimated that the Government had lost no time in putting into effect its declared intention of borrowing for Provincial purposes in Canada instead of in New York, and that for the next two months money would be available to the Manitoba Government at 5½ per cent. from a Canadian bank.

THE "E.P." RANCH: THE PRINCE OF WALES' HOME IN ALBERTA.

THE following account of the Prince of Wales's ranch in Alberta is given by Mr. Samuel C. Reat, U.S. Consul at Calgary:—

"This certifies," thus runs the transfer recorded in the Alberta Land Titles Office of Calgary, "that Edward Albert George Andrew Patrick David, Prince of Wales, of London, England, gentleman, is now the owner of an estate in fee simple of and in the north half and south-west quarter of Section 1, the north half and south-east quarter of Section 2, all in Township 17, Range 3, west of fifth meridian, the north-east quarter of Section 26, the south-east quarter of Section 26, the south-east quarter of Section 35, all in Township 16, Range 3, west of the fifth meridian, in the Province of Alberta, Dominion of Canada, containing sixteen hundred acres, more or less, reserving unto his Majesty all mines and minerals, subject to the encumbrances, liens and interests notified by memorandum or endorsed hereon, or which may be hereafter made in the register. Value $40,000."

The above described land, together with leased land of 1,120 acres, comprises the ranch known as the "E. P." (Edward Prince) Ranch, purchased by the Prince of Wales in 1919 from the Beddingfields, a part of their original homestead. Negotiations are pending for an addition of 1,500 acres, and when this land is acquired, the total holdings of the Prince of Wales in Alberta will amount to 4,000 acres. The price paid for the deeded land was $25 an acre, and for the leased land $2 an acre.

The purchase of a ranch in Alberta by the Prince of Wales came as a result of a visit paid by him to the "Bar U" Ranch, the property of Mr. George Lane, a native of Iowa, but now a naturalised Canadian. The Prince, accompanied by his Aide-de-Camp and Dr. W. L. Carlyle, took a long walk over this model Western ranch, one of the largest and finest in Western Canada. From an elevation the Prince looked down upon an adjacent ranch that extended to the foothills of the Canadian Rockies. The view was such as Remington put on canvas. It caused the Prince of Wales to remark to Dr. Carlyle, "I wish I could buy that ranch."

"Why not?" asked Dr. Carlyle. "Nothing would so please the people of Canada as for you to make a permanent investment here. You could dispose of your surplus breeding stock in this country."

The result of this conversation led to the purchase of this ranch, which, when final assignments are made, will consist of 4,000 acres of deeded and leased lands. The "E.P." Ranch at Pekisko is situate 27 miles south-west of High River and 60 miles south and west of Calgary. It extends from the "Bar U" Ranch to the foothills in the Canadian Rockies. The ranch is watered by the Highwood River, which runs through it from south-west to north-west, and is the headwaters of the Saskatchewan River, which eventually empties itself into Hudson Bay. The ranch has a modern house, stables, sheds and corrals.

Since the ranch came into the possession of the Prince of Wales it has been stocked by him with twenty-eight Shorthorn cattle from his royal farm in Cornwall. Eleven Dartmoor ponies have been brought over from the Prince of Wales's farm in Princeton, in North Devon. From the Duke of Westminster's farm, near Chester, 54 Shropshire sheep and three English thoroughbred Percheron mares have been purchased and sent over for the Alberta ranch. The ranch is to be devoted to the breeding of pure-bred stock, exclusively. Some farming operations will be carried on to produce sufficient green feed on the 200 acres of ploughed land for all the stock. The Prince of Wales's investment here is destined to become an important factor in the cattle industry of Alberta.

The value of the stock imported from England for the "E.P." Ranch is inventoried at $47,000, and this sum, together with the expenditure for the land, represents an investment of $92,246 in Alberta by the Prince of Wales.

Dr. W. L. Carlyle, of Calgary, formerly a resident of Oklahoma, is supervisor of the ranch of the Earl of Minto, who owns a ranch of 1,000 acres near Nanton, Alberta. Shorthorn cattle and Oxford sheep comprise the principal stock on this ranch.

Other pictures of ranching scenes in Alberta appear on our front and centre pages.

* *

CANADA'S CANTEEN FUNDS

Pending a final settlement of the total amount of Expeditionary Force canteen's profits available for allocation among the various interests concerned, the War Office has made a further (the second) interim payment of £130,000 in respect of the profits due the Overseas Military Forces of Canada.

Col. J. L. Regan, of the Department of Militia, Ottawa, giving evidence with regard to the canteen profits before the Committee on Pensions and Re-establishment, said it was impossible to say how much Canada's total share of these funds would be. There was now over one million dollars in hand, and more yet to come. This money consisted of profits from money spent by men overseas. Canada had received £168,690 on account, £10,000 as Canada's share from the War Office moving picture scheme, and £316,000 in Canada from regimental funds from regiments which had not appointed trustees. Over a million dollars were deposited with the Finance Department, and would draw interest until it was decided what was to be done with it.

Col. Regan did not think the statement that £10,000,000 could not be accounted for was correct. Claims were being made against Canada's share for damages to canteen property at Witley Camp during the riots. £30,000 from this fund had been advanced to the High Commissioner in London for the relief of destitute soldiers' and sailors' families. Some of this money was still unused.

Col. Regan favoured appointment of trustees with power to administer this fund to relieve needy returned men and their dependents. He would give returned men representation on all local committees handling this fund. Chartered accountants were now following up the fund on Canada's behalf, and every effort was being made to secure a settlement.

* *

Printers at Peterborough, Ont., who have been on strike for a fortnight, have returned to work (says a *Times* cablegram). They have obtained a slight increase in wages.

Photograph] CATTLE PASTURING ON FALL RYE, NEAR HIGH RIVER. *[J. W. Lucas.*

ONTARIO PROVINCE.

TORONTO.—At a conference of the General Board of the Presbyterian Church in Canada it was reported that the total contributions for the past calendar year amounted to $4,500,000, of which $2,729,000 was for the Special Forward Movement and $1,146,000 for the annual maintenance budget.

——The Board of Education, at a special meeting, authorised its agents to purchase the property at the south-east corner of Jarvis and Wellesley Streets at a cost of $160,000 for the new Collegiate Institute.

——The first shipment of foxhounds from the Old Country to Canada since the war has arrived from Waterford, Ireland, to augment the pack of Mr. George W. Beardmore, master of foxhounds here.

——The Province of Ontario will get from $450,000 to $500,000 in succession duties from the $3,369,239 estate left by the late Justice Britton.

——Under the will a trust fund of $75,000 is to be set aside for the benefit of his son, Mr. Arthur H. Britton, his wife and children. Mrs. P. H. Gilbert, Toronto; Mrs. C. V. Schuyler, Millbrook, N.Y.; Mrs. Louis H. May, Brooklyn, N.Y.; Mrs. Louise B. McPhail, Kingston; Mrs. Alexander Primsore, Toronto; and Mrs. R. W. Brock, Vancouver, daughters of the testator, each receive $10,000 cash.

——Mr. E. H. Stonehouse, of Weston, Ont., has been elected president of the National Dairy Council of Canada; Mr. Alex. McKay, of Winnipeg, vice-president; and Mr. D'Arcy Scott, of Ottawa, secretary.

——An experimental farm will likely be established in South-west Ontario this summer, probably near Leamington.

NIAGARA FALLS.—Such good progress has been made on the big extensions of the hydro-electric power plant here, which are being carried out by the Provincial Government, that an additional 100,000 h.p. will be available in September next.

HAMILTON.—This season's grape crop in the Chautauqua-Erie belt is practically a total loss, according to an announcement issued by the National Grape Growers' Association.

——Mrs. Harry F. Burkholder, of this city, was re-elected president of the Ontario Provincial Chapter, I.O.D.E., at the convention held here. Vice-presidents: Mrs. H. S. Griffin, Hamilton; Mrs. A. F. Rutter, Toronto; Mrs. R. V. Bray, Chatham; Mrs. W. R. Jackson, Toronto; secretary, Mrs. A. H Malcolmson, St. Catharines.

PETERBORO'.—Contracts amounting to $273,137 have been awarded by the Utilities Commission for the construction of a filtration plant in Peterboro'. The W. H. Yates Construction Co., of Hamilton, secured the contract for the construction of the mechanical gravity sand filtration plant at their tender price of $198,378.

KINGSTON.—In memory of graduates of the Royal Military College who fell in the Great War, a memorial arch will be built in the grounds of the college. The arch, designed by Mr. J. M. Lyle, of Toronto, will be some 45 ft. in height, and will be flanked on either side by pedestals connected to the main arch by low parapet walls. On the pedestals will be bas-reliefs of bronze, depicting battles fought in Canada. On the arch will be inscribed the names of the officers who fell overseas, and the cadets, in marching through this arch, will salute the honour roll.

PRINCE EDWARD ISLAND.

CHARLOTTETOWN.—The Provincial Legislature was prorogued on April 27, after a seven weeks' session. Thirty-six Bills were assented to, the most important being an Act incorporating the Prince Edward Island Light, Heat and Power Co., with a capitalisation of $2,000,000, the company proposing to operate throughout the Island from one central coal burning plant. Another Bill renewed the franchise with the telephone company for five years, under certain conditions.

QUEBEC PROVINCE.

QUEBEC.—Mr. A. W. MacAlister, K.C., formerly of Montreal, now in the Attorney-General's Department, will be the successor of Sir George Garneau on the Quebec Public Service Commission.

—— Mr. J. N. Gastonguay, Engineer of the Department of Lands and Forests, and President of the National League of Colonisation, has been knighted by the Pope, who bestowed upon him the Order of St. Gregory the Great in appreciation of work done in connection with the organisation of the National League of Colonisation.

MONTREAL.—At the annual meeting of the members of the Caledonian Society of Montreal the following officers were elected: President, Mr. John W. Graham; vice-presidents, Messrs. Rod. R. Gordon and S. William Martin; secretary, Mr. W. D. Hutchison; treasurer, Mr. Richard Young.

——Mr. B. F. Poirier has been appointed organist of the Cathedral of Notre Dame. He is a native of Tignish (P.E.I.), and at the age of twelve was organist of St. Thomas' Church, St. Joseph, Westmorland County, N.B.

——At a meeting of the board of management of the Central Y.M.C.A. Mr. J. M. Carson was appointed executive secretary, to commence his new duties on May 1. He succeeds Mr. J. W. Beaton, who on January 1 became Metropolitan secretary of the Association.

——The new contract between the Shipping Federation and the Dock Labourers' Union calls for the payment of 60 cents an hour for handling general cargo, instead of 70 cents last year; 80 cents an hour between 7 and 11 p.m., instead of $1.05 last year; and 90 cents from midnight to 5 a.m., instead of $1.05 for the same period last season. The working day is ten hours and double time is to be paid for Sunday work.

SHERBROOKE.—The late Hon. Sydney Fisher left a residue of his estate, amounting to about $100,000, as a fund to be known as the Fisher Trust Fund, administered by four trustees, as an aid to agriculture and education in Brome County. Mr. Fisher's estate, it is said, amounts to between $400,000 and $500,000.

SHAWVILLE.—On April 27 the greater part of the business section was destroyed by fire. A rough estimate of the damage is between $60,000 and $70,000, mostly covered by insurance. Fully a dozen places of business and three residences were destroyed.

NEW BRUNSWICK.

FREDERICTON.—Mr. R. H. Simonds is again Publicity Commissioner and Secretary of the Board of Trade.

ST. JOHN.—Shipping interests are fairly well satisfied with the result of the season. Although freight cargoes have not been as heavy as in former years, there has been a great quantity of grain offering, and with the general package freight of the country available, most of the big boats have made profitable trips. The port has been singularly free from accident during the past months.

——At the first annual meeting of the Maritime Executive of the Canadian Air Force Association the following officers were elected:—Chairman, Mr. W. H. Dennis; vice-chairman, Mr. A. McGregor, D.F.C., of Havelock; secretary, Mr. H. R. Stewart, of Charlottetown.

——Extensive development of the salt areas in Kings County, near Sussex, is announced by the Department of Lands and Mines. Messrs. Chambers and McKay, of Malagash, Cumberland County, N.S., have taken out leases on 36 areas of five square miles each with the idea of developing the areas.

Dr. E. A. Smith and Mr. C. O. Foss, of the New Brunswick Electric Power Commission, in company with Messrs. P. H. Mitchell and D. Sheppard, of Toronto, consulting engineers to the Commission, visited Musquash and inspected the work of hydro-electric development going on there. The Commission issued a call for new tenders for the construction of the power house.

NOVA SCOTIA.

HALIFAX. From May 2 all licensed liquor vendors of Nova Scotia must purchase their supplies from the Provincial Government Vendors' Liquor Commission, recently appointed.

——At the annual meeting of the Nova Scotia Chapter of the Imperial Order of the Daughters of the Empire officers were elected as follows:—President, Mrs. Geoffrey Morrow, Halifax; vice-presidents, Mrs. C. H. Covert, Dartmouth; Mrs. Hebb, Lunenburg; secretary, Miss Leverman, Halifax.

——The corner-stone of the Dalhousie University Law Building was laid by Mr. George S. Campbell, LL.D., chairman of the Board of Governors.

A floating fisheries school for the Maritime Provinces for training and research is projected. The proposed school will not be permanently located at one point, but may conduct classes successively off Halifax, St. John, Charlottetown, or Sydney.

The apple export season of 1920-21 was the second best on record. A total of 888,713 barrels was shipped to the United Kingdom, while shipments were also made to Newfoundland and the West Indies. The record season was that of 1911-12, when 1,260,882 barrels were shipped across the Atlantic.

THORBURN.—All the mines of the Acadia Coal Co. in this district will remain closed indefinitely, as the result of no orders, according to notices issued by the company. This will affect several hundred men.

MANITOBA PROVINCE.

WINNIPEG.—The Bill introduced by Mr. A. E. Smith, Labour member for Brandon, giving legislative recognition to the eight-hour day and the 48-hour week, was defeated on second reading in the Legislature by 29 votes to 12.

——The Council of the University of Manitoba has decided to confer the honorary degree of LL.D. on Dr. R. J. Blanchard, one of the leading members of the medical profession in the Province, and on Mr. Spencer A. Bedford, Chief Weed Commissioner for Manitoba, in recognition of their services to Manitoba and Canada.

— Mr. C. A. Birkett, of Fort William, has been appointed secretary of the Grain Enquiry Board

——Mrs. Colin H. Campbell was re-elected president and Mrs. Roderick Macfarlane first vice-president of the Provincial Chapter, I.O.D.E., at the closing session of its ninth annual meeting. The vice-presidents are Mrs. W. E. Perdue, Mrs. H. J. Cowans, Portage la Prairie, and Mrs. T. D. Cumberland, Brandon; secretary, Miss Edith Bellingham.

——Professor J. S. DeLury was elected president of the Manitoba branch of the Canadian Mining Institute at its annual meeting here; Mr. J. P. Gordon, The Pas, and Dr. E. M. Burwash, vice-presidents; and Mr. L. G. Thompson, secretary.

—Property sales to the value of $1,250,000 have been effected by Scott, Hill and Co., Winnipeg, since January, 1921, according to a statement issued by the firm. The firm has also made a large number of exchanges of property. There is a considerable demand for improved farms ready for occupation and for small stock farms.

— A permanent cenotaph, to cost about $25,000, will be erected here to the memory of Winnipeg soldiers who died on active service. Names and particulars of service of 650 Winnipeg soldiers are in hand. There are about 1,000 names yet to get. Only relatives of men who died on active service are eligible for membership in the Soldiers' Relatives' Memorial Association.

Two more Winnipeg physicians had their licences cancelled by the Council of the College of Physicians and Surgeons for misuse of the privilege of writing liquor prescriptions.

DAUPHIN.—At the opening of the Riding Mountain Lands, reserved for soldier settlers, 91 farm units were disposed of. Three hundred and twenty-four took part in the balloting, including five war widows. The Riding Mountain Lands comprise about two townships south of Clear Lake, near Erickson. The farm units vary in size from 240 to 320 acres. The balance was disposed of afterwards.

SASKATCHEWAN.

REGINA. A tax rate of 13 mills, which is six mills more than last year, has been decided upon by the City Council.

——Mr. Donald McLean, K.C., of Saskatoon, has retired from the leadership of the Conservative party in Saskatchewan. Mr. McLean has led the Opposition since 1917. Nominees for the next election will run as straight "National Liberal and Conservative" candidates.

——On April 29 the downtown business district of this city was threatened with destruction, when fire destroyed the auditorium rink and automobiles valued at $200,000 stored in the building.

SWIFT CURRENT.—The Duke and Duchess of Devonshire and party on arrival here were given a reception in the new City Hall and tendered a civic banquet.

SASKATOON.—Owing to the excessive cost of building, discovered when tenders were opened, the Board of Management of the Presbyterian Theological College has decided to postpone construction. It was estimated that the new college would cost in the neighbourhood of $250,000, but the lowest figure quoted was over $100,000 in excess of that amount. Tenders were submitted by firms in Saskatoon, Regina, Weyburn, Calgary, Montreal, and New York.

ALBERTA PROVINCE.

EDMONTON.—Profits from the sale of liquor in the Province of Alberta for the year 1920, including fines, amounted to a grand total of $7,173,942, as estimated by the Attorney-General's Department.

The University of Alberta, which is one of the first Canadian Universities to resume building interrupted by the war, has now an enrolment of 1,100 students, and the additional accommodation for its Medical School is urgently needed. The probable expenditure on the building, exclusive of fittings, will exceed $800,000.

——Mr. Gavin N. Houston, at present acting Commissioner of Irrigation with the Dominion Government Reclamation Service at Calgary, has been appointed a member of the Provincial Irrigation Council under the new Act passed this session. Mr. Houston will be secretary of the Council, and his headquarters will be at Lethbridge.

— Public school teachers in the city schools have received increases in salaries since 1917, including schedule increases, ranging from 40 to 79 per cent.

BRITISH COLUMBIA.

VICTORIA.—The composition of the Liquor Control Board is officially announced as follows:—Mr. A. M. Johnson, Deputy Attorney-General, chairman; Mr. J. H. Falconer, Vancouver; Lieut.-Col. W. N. Winsby, inspector of schools, Victoria. The salary of the chairman will be $6,500 and that of the other two members $5,500 each.

VANCOUVER.—The *World* has been sold, and after May 2 was to be published by Mr. Charles Campbell, of this city, as an Independent Liberal organ. Mr. John Nelson continues to be connected with the *World*.

PRINCE RUPERT.—The steel steamship *Canadian Scottish*, built for the Canadian Government Merchant Marine, Ltd., was launched on May 12 from the Wallace shipyards by Mrs. C. W. Peck, wife of Lt.-Col. C. Peck, V.C., M.P. The *Canadian Scottish* was to have been named the *Canadian Reaper*, but at the desire of Col. Peck the ship was so designated as to commemorate the gallant regiment that he led in France.

——The Hon. T. D. Pattullo, Minister of Lands, has obtained the $200,000 appropriation for new buildings here, including the courthouse. The $200,000 vote is to carry on construction work for the present year. Ultimate cost of the buildings will be about $450,000.

RANCHING IN WESTERN CANADA: Som

BROOD MARES ON A FOOTHILLS RANCH.

WHERE GRASS, PURE WATE

A SHELTERED PRAIRIE COULEE.

A HORSE RANCH IN THE CYPRESS HILLS.

Typical Scenes on Alberta's Wide Ranges

Over page

ESH AIR MAKE HEALTHY BEEF.

HORSES ON THE FAMOUS "BAR U" RANCH.

A PRAIRIE FARM HOME.

ROPING A BRONCHO.

CANADIAN PRESS VIEWS.

The Spirit of Canada.

"Can we view the world to-day, and all the unbridled passions that have been unleashed, without realising to the full that, whether for stability or change, the British Empire is the sheet anchor of peace and of the orderly evolution of binding social guarantees? It largely depends upon the front which Great Britain, Canada, Australia, South Africa and New Zealand display through the conference of their statesmen to the nations of the earth, whether this anchor holds. Let Premier Meighen keep his feet upon the rock of Imperial solidarity in a world of upheaval and avoid the shifting sands of circumstance and opportunism, and he will represent the spirit of Canada, and, for his country, do his share in governing and shaping Imperial policy."—*Winnipeg Tribune.*

Canada at Washington.

"The interests of both England and the United States stand to be advantaged by the presence of a Canadian representative at the American Capital. England cannot fail to recognise that it is in her interest that there should be at the elbow of her representative in the United States, where she is so often misunderstood, a Canadian who is seized of the English as well as the American outlook. The American people's traditional distrust of England has had reflection constantly in diplomatic intercourse between Washington and London. Americans have no distrust of Canada. They understand Canada and Canadians as we understand them. They are ready to deal with Canada without hesitation or suspicion."—*Ottawa Journal.*

Ireland.

"Neither outrage, nor reprisal for outrage, will save Ireland. What will save it will be the outstretched hand of friendship as between the warring elements, the cordial effort and desire for accommodation, the abandonment of brutal force, which only adds to age-long hatreds, whose perpetuation has made for the present *impasse*, of which the awful feature is the toll of innocent life at the hands of those who are Ireland's worst enemies."—*Montreal Gazette.*

The Maple Leaf.

"In the minds of the British people, the world over, the maple leaf is now regarded as Canada's emblem. Canadian soldiers carried the maple leaf on their uniforms into England and France, a wreath of maple leaves was laid on the coffin of the 'Unknown Warrior' in Westminster Abbey, and maples are being planted in the cemeteries of Canada's dead in Flanders and France. The maple leaf, either in gold or autumn tints, on a red field with the Jack in the corner, would make a beautiful flag and one peculiarly Canadian."—*Ottawa Journal.*

Brains v. Bolshevism.

"Czarism and Bolshevism are companion types of tyranny; but each system depends upon the same support—ignorance. The latter cannot hope to live as long as its predecessor; the people began to realise the extent of their power when the old order vanished in 1917. Enlightenment and a real leader who represents the masses will enable them to use it for their own preservation and the peace of the world. In the meantime, they need text-books, not bayonets."—*Victoria Times.*

Short and Sweet.

"The danger in getting a drink is not confined to bootlegging. Two men in Saskatchewan were asphyxiated while digging a well."—*Montreal Star.*

"Convicts in Dominion penitentiaries are engaged in making election ballot boxes. Personally they are in favour of the open vote."—*Vancouver Province.*

"Sometimes one is forced to suspect a dog of being a humorist when one observes the kind of master to whom it professes to be devoted."—*Toronto Star.*

"Of a certain city man it was written that he did not leave an enemy, and besides had lots of friends who came to visit him every exhibition time."—*Ottawa Journal.*

"Ottawa's motives may be as pure as the driven snow, but it certainly seems an inopportune time to press for another bridge to Hull, if ribald comment would be avoided." *Hamilton Spectator.*

"Whether the coal-getter is to be permitted to hold the nation to ransom whenever he feels like it depends upon the backbone of the more acute sufferer and the sacrifice he is prepared to make to strengthen the hands of reason and authority."—*Victoria Times.*

"The Western Canada Colonisation Association is a semi public organisation backed by merchants and manufacturers in the East and West; it is a patriotic movement; it has no lands to sell; it seeks no profit for itself; it aims to promote the material interests of the Prairie Provinces and so of the whole Dominion. *Winnipeg Tribune*

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GRAND TRUNK AGREEMENT APPROVED.

Sir Alfred Smithers on the Arbitration and the Position of the Railway

THERE was a large attendance of stockholders of the Grand Trunk Railway Co. at the special general meeting held in the Cannon Street Hotel, London on Thursday of last week, to consider the proposed agreement, amending that dated March 8, 1920, by which the railway would pass into the hands of the Canadian Government.

Sir Alfred W. Smithers, M.P., the Chairman of the company, presided, and he was accompanied by Sir Henry Nathan Jackson, the vice-chairman; Mr. Howard G. Kelley, the President, and other directors.

In explaining the situation to the meeting, Sir Alfred Smithers said they were met under very exceptional and trying circumstances. He recalled that in the agreement dated March 8, 1920, the Canadian Government undertook to guarantee the interest in perpetuity on the Debenture stocks of the company and on the 4 per cent. Guaranteed stock. Nothing had occurred to interfere with the obligations entailed by these guarantees. It was understood the Government would take over all assets and liabilities of the company, and that the compensation to be awarded to the holders of the First, Second, and Third Preference stocks and the Ordinary stocks would be determined by arbitration, with right to appeal to the Courts in the case of the arbitrators differing on a point of law. As giving some idea of the extent of the property, the Chairman mentioned that when the arbitrators were inspecting the system it took 28 days of practically continuous travelling to cover the ground.

SIR ALFRED W. SMITHERS, M.P.
Photo: Elliott and Fry.

The Arbitration.

Referring to the arbitration, Sir Alfred said the preparing of the case had been an enormous undertaking. The physical assets of the system, without estimating anything for goodwill or going concern value, and without including the properties of the Grand Trunk Pacific, or any of that company's subsidiaries, in the judgment of their valuing engineers, based on 1920 prices, amounted to considerably more than one billion dollars, and, based on pre-war costs, and deducting a full allowance for wear, the value of the physical assets alone amounted to well over $640,000,000, a sum largely in excess of all the liabilities, direct and indirect, of the entire system. The most important point that arose in the arbitration was the refusal of the majority of the arbitrators to admit evidence tendered by the counsel for the company as to the physical value of the property. By the extraordinary action of the Government in refusing to extend the arbitration after April 9, the arbitration became suspended. By the Act just passed by the Canadian Parliament the directors understood that they were empowered to give up control of the property immediately, and that the arbitration was to be continued, with a right of appeal to the Supreme Court of Canada or the Privy Council in London on a point of law. "The directors," remarked the Chairman, "cannot conceal from the shareholders and themselves that the Government has acted in a way which could not have been anticipated, and judging from the reports of some of the speeches made in the Canadian Parliament, there is considerable misapprehension as to the reasons of the present position of the company."

Summing up the results of the three years 1917, 1918, and 1919, the Chairman said the system had taken in gross traffic a total gross increase of £5,073,000 over 1916 (a year in which they had earned a net revenue over fixed charges of £1,200,000), and to attain that result their expenses had increased in the three years by £6,353,000. That increase was chiefly due to the enormous increase granted in wages, which they had no power to curtail, and to the increased cost of materials. These increases in expenses were, in the main, due to the war, but larger and quicker increases of rates should have been granted. "While we were carrying the enormous traffic that I mentioned," said Sir Alfred, "we must have been rendering immense service to Canada in helping her to do her share in the war, and we must have rendered great service to the mercantile world, in enabling farmers and merchants to carry on an enormous business with considerable profits, none of which could have been earned but for the railways, and in doing which the railways incurred disastrous losses—losses absolutely beyond the power of the management to avoid." There was every probability that had it not been for the war, they would have been able to take care of their Grand Trunk Pacific liabilities, and although it was true the dividend on Grand Trunk stock might have been curtailed for some period—long or short, according as the traffic developed—they would have possessed the reversion to all the future earnings of the company. Even in an old country like England, the future of the railways had been looked upon as a valuable asset, and in an undeveloped country like Canada that value, of course, should be much greater.

Difficulties of the Railway Situation.

"The Grand Trunk," proceeded Sir Alfred, "is in its present position not from want of business. It is carrying to-day the biggest traffic in its history. Its misfortune is that it is required to carry on its business at a loss owing to the enormous increase in the cost of labour and materials, without a corresponding increase in rates. We have done everything possible to obtain a sufficient increase of rates, without success. The railway position must remain disastrous while such an impossible state of things is allowed to continue. The only way out is such a decrease in the cost of labour as will put the railways on a fair commercial basis. From what is happening in the United States, I think that time is at hand, and when it finally arrives I have no doubt the Grand Trunk, if managed with the same efficiency as it is to-day, will be able to earn a sufficient sum to more than pay the maximum amount of compensation the arbitrators are allowed to award.

"I realise fully the difficulties of the railway position in Canada, and I have tried hard to say nothing that would make the position more difficult. But when you consider what the Grand Trunk has done for Canada during the 70 years of its existence it is not in human nature to sit down under the misleading and ex-parte statements which have been made, and which the people of Canada might be justified in believing unless the case of the company were put fairly before them."

The Chairman added that he had had numerous enquiries as to the non-payment of the interest on the Grand Trunk Pacific Debentures. He sympathised with the holders very much, but he did not think there could be any doubt when the Government came into full possession of the Grand Trunk, and the receivership of the Grand Trunk Pacific was terminated, that the Government would take care of the Grand Trunk Pacific debentures.

The Present Position.

In concluding, Sir Alfred Smithers said:—

"Let me make the present position clear. It was with some hesitation that the directors concluded to recommend the new contract for your approval. We only decided to do so after receipt of the Prime Minister's letter recognising fully our right to appeal. Under the original agreement the amount the Preference and Ordinary stockholders were to receive for their shares was to be determined by the final award of a Board of Arbitrators. Unless an award was unanimous it was not final. If appealed from by either party on a point of law it was not final until the appeal was concluded and an award made based on the judgment in appeal. The right to appeal was clearly stated. But an appeal might result in a reference back of the hearing on some point or points to be reconsidered by the arbitrators.

"The award was to be made within nine months from the appointment of the arbitrators. But the Government (and the Government alone) had the right to extend this time Until a final award was made—that is, a unanimous award or a dissentient award from which an appeal was taken disposed of after the appeal had been fully heard, and the new Guaranteed stock issued—the shareholders, through the directors, were, under the terms of the agreement, to remain in control of the property. When the original nine months' period was about to expire the Government refused to extend the time for completing the arbitration unless the directors handed over immediate control of the property. The Government, in effect, said, 'Give us control now, or the arbitration must stop.' The directors said, 'We have no legal authority to change the contract of sale which the shareholders approved and which the Parliament of Canada ratified. But we will

do this: we will call the shareholders together: we will submit to them the facts. We will explain that it is necessary for the Government to advance certain moneys to operate the road, and we will advise the shareholders that under these circumstances the Government should be given immediate control of the property, provided only that the Government will reinstate the arbitration, assuring the shareholders that sufficient time will be granted to complete the making of a final award, including the taking of any appeal should the arbitrators disagree in their finding.' The directors pointed out that whilst at present the shareholders, under the terms of the contract, could keep their property until a final award was made under the terms of the agreement and the new stock issued, if they gave the Government immediate control of the property without the Government directors being in any way accountable to the shareholders, the shareholders would have no security that the Government would carry out the arbitration proceedings as contemplated by the agreement.

"The Government drafted and handed to the company a new contract in the terms submitted to you to-day for your consideration. You will observe by the terms of the new agreement the award is to be completed within three months (since extended to four months) or such further time as the Government may grant. The Government alone still has the right to extend the time. The directors, in view of the rejection of evidence of physical value, are of the opinion that the arbitrators must disagree in their award, and, if so, the directors believe that an appeal is vital to the interests of the shareholders. Obviously, an appeal cannot be concluded within four months. The directors were of the opinion that if they handed over immediate control of the property to the Government there should be no limit on the time for the making of the final award. Counsel for the company drafted a clause embodying this change, and submitted it to the Government. The Government refused to accept the amendment or to vary their form of the proposed agreement. Under the recent Canadian legislation this agreement must therefore be completed by May 16, or the arbitration is at an end.

"It was at this stage of the negotiations the company received through its Canadian counsel the letter from the Prime Minister of Canada, which is in part as follows: 'I have just received your telegram of to-day. The intention is, and I think the effect is, to leave the right of appeal precisely where it has always been. Indeed, there is no right of the company curtailed at all—nothing the company were intended to get in the original agreement.'

"With much hesitation, having regard to the complications of the situation should the arbitration be prematurely terminated, and believing the impossibility of any Government taking property on the finding of the arbitrators which is other than the final award provided in the agreement as the basis and the only basis for payment, the Board believes that should either party desire to exercise the right of appeal provided in the agreement and recognised in the Rt. Hon. Mr. Meighen's letter, the Government must grant the necessary extension of time to complete the award as originally contemplated, particularly as the Government, being in full control of the property, would not be prejudiced by any necessary delay, your Board therefore recommends the execution of the draft agreement as submitted."

The approval of the agreement was seconded by Sir H. M. Jackson, the vice-chairman.

The Shareholders' View.

A number of shareholders took part in the subsequent discussion.

Mr. John Hedges expressed the view that everyone was anxious to have the contention between the Grand Trunk Railway and the Canadian Government brought to an end. He could not understand the reason for the delay, and he thought that two or three business men could settle everything in three weeks. It almost looked as if the Board were hanging on to see how much they could get out of it. He was to some extent grateful that the Canadian Government had put its foot down, and said that it must stop now. The past history of the line did not interest them; what they wanted to know positively was what the award was to be, and how it was to be distributed.

The Chairman, in reply, said the award would be given directly the arbitrators had come to a final decision, and what the directors were asking the shareholders to do that day was to put them in a position to get the Government to agree to resuscitate the Board of Arbitrators. The arbitration referred to what would be given to the First, Second, and Third Preference stocks and the Ordinary stock. The Board had had many letters from the holders of Debenture and Guaranteed stocks, wanting to know why they had not immediately come to terms with the Government. His answer had always been that the Board was a trustee for the whole of the shareholders. (Hear, hear.) The implication, continued Sir Alfred, speaking with considerable feeling, that the directors were hanging on for something they might get out of it was the most insulting he had ever heard. (Hear, hear.) So far as he himself was concerned, what he had done had been done from a sense of duty. The eleven years during which he had held the chairmanship had been eleven years of purgatory for him, and he would yield to no man in the way in which he had fought for the rights of the company. (Applause.)

The position of railways all over the world, Sir Alfred further pointed out, was very difficult. If the Government had not assisted the railways of England last year to the extent of £50,000,000 or £60,000,000 not one of them would have been able to pay its way. In America the same thing had happened, but the Government there had looked after the railways, and had agreed to give them rates which were to yield 5½ per cent. on a value as defined by the physical value of the property, a value which the Canadian Government arbitrators would not allow to be brought in as evidence with regard to their property. The Board were not fighting in that respect for any chimerical thing; they were fighting for the interests of all the shareholders, and that evidence was of the highest importance. It was not theoretical evidence, as could be seen from the fact that the United States, with their many hundreds of thousands of miles of railways, had come to the conclusion that compensation should be paid on that basis. Surely they were also entitled to insist that that evidence should be admitted, or, at all events, that they should have the judgment of the Appeal Court as to whether it should or should not be admitted. (Applause.)

A SPECIAL GRAND TRUNK TRAIN IN WHICH BRITISH MANUFACTURERS TRAVERSED THE LINES OF THAT SYSTEM IN EASTERN CANADA.

The Right of Appeal.

Other speakers raised the question of the wisdom of accepting the new agreement unless it included a clause specifically giving the right of appeal, and an amendment to that effect was moved by Mr. Sherman.

The Chairman said he wished the meeting to remember that the Premier of Canada had his political difficulties. He himself did not think it was possible, in view of the letter that had been received, that the right of appeal would be withheld. He said that with all sincerity. It would be far better to leave the matter to public opinion in England and Canada, and to pass the resolution in the full belief that Canada would behave in a proper manner. He strongly recommended the stockholders to rely on the good faith of Canada, and not on any technicality, and hoped the amendment would not be put.

Mr. Sherman promptly acted upon this advice, and withdrew his amendment.

In the course of further discussion the Chairman intimated that probably a further contribution would have to be made by the holders of the Debenture stocks and Guaranteed stock of ¼ and ½ per cent. respectively, to meet the costs of the arbitration.

On a show of hands, the new agreement was approved, only three shareholders voting against it.

A resolution was unanimously carried appointing the directors as a committee to represent the Preference and Ordinary stockholders during the arbitration; opportunity being taken by the mover and seconder, and also by Mr. Hedges, to express appreciation of the directors' past services.

A vote of thanks to the Chairman concluded the proceedings.

Our Library Table.

Canada's Post Office—Some of the Early Struggles of a Great Institution.

THE scope and working of the Post Office of Canada are too widely known to need much comment, but in "The History of the Post Office in British North America" (Cambridge University Press, 20s.), Mr William Smith, some time secretary of the Post Office Department, gives us a bulky volume full of facts with which comparatively few will be conversant.

From the inauguration of the present Department in 1867 the number of offices in the Dominion has grown from 3,477 to over 12,000, of which number Ontario and Quebec together account for nearly 5,000. But in Mr. Smith's book we do not start at 1867. He takes us a hundred years further back, to Benjamin Franklin's journey to Quebec to open a post office there. Previous to this date the only postal service available had been administered by the military. The merchants of Quebec, however, desired some arrangement of a more regular nature, and to this end, Franklin, who had already earned for himself a reputation as deputy to the Postmaster-General in England and later as Postmaster of Philadelphia (at this time, of course, still a British possession), proceeded to Quebec, opened a post office, and established branches at Montreal and Three Rivers, with a monthly service to Falmouth, England, *vid* New York. Thus the post office was the first Government institution to be established in Canada on a settled footing.

WINNIPEG POST OFFICE.

Early Administration.

Till 1760 Canada had been in the hands of the French, who had applied their Continental system of post roads to their great colony. Among these was that running from Montreal to Quebec. At intervals along the whole road were post houses where *calèches* or *carrioles* were kept in constant readiness for the use of travellers. These houses were each presided over by a *maitre de poste*, who had the monopoly of conveying his *voyageurs* from his own particular house to the next. At this point it is interesting to note that a gentleman travelling from Rivière du Loup to Quebec in the late 'sixties of the eighteenth century stated there were from twelve to sixteen families to every mile of road! When Canada came into the hands of the British, new commissions were issued to these *maitres de poste*, and an Act passed in 1765 fixed the charges at 4d. for 60 miles, 6d. for 100 miles, and 2d. for every hundred miles or fraction of that distance after the first hundred.

The exact extent of the correspondence conveyed by this system is not known, but various facts, such as the atmosphere of elegance which the French so often brought to their overseas colonies and on which every visitor to Canada remarked at the time—naturally conducive to correspondence with the native country—and the fact that all the trade between Canada and France was carried on through the merchants of Quebec, would seem to point to the correspondence as having been considerable. Mr. Smith, at any rate, is of this opinion.

One of the most outstanding characters in the early history of Canada's post office is Hugh Finlay, who, from his first appointment in 1765 till his death in 1801, was indefatigable in his efforts to support and better the system under his control. At the capture of Ticonderoga in 1775 all communication between Canada and New York was broken off, and in the same year the home authorities abandoned the Colonial post office, and the Americans invaded the Dominion. All through this time Finlay was at constant variance with the authorities owing to his reputation as Advocate in Council for the French-Canadians, and his unswerving support of the *maitres de poste*. At the conclusion of peace in 1783 owing to the excessive charges made on Canadian mails by the Americans, it was necessary to find some other route than that through New York. Five years later arrangements were made for the New York packet to call at Halifax for two days inward and outward bound. This service was, however, limited to eight monthly trips between March and October owing to the prevailing winds off Nova Scotia. In winter, therefore, it was still necessary to send mails *viâ* New York.

Difficulties in Carrying Mails.

Some of the difficulties in carrying mails may be gauged from the following, which shows that at the time the courier's life was indeed not a happy one. "The roads were undrained, and the bridges dangerous trap holes. These were no more than rows of poles lying crosswise, and scarcely longer than the width of a *calèche*. When the water rose the poles were set afloat. The post houses should have been three leagues apart, but the difficulty of inducing the habitants to undertake the irksome and thankless duties of *maitre de poste* often compelled Finlay to choose persons whose houses were at considerable distance from where they should have been, and consequently post houses were found quite close together. There were places where the post houses were no more than one league (three miles) apart. As a *maitre de poste* could not carry passengers beyond the next adjoining post house, the inconvenience of the frequent changes of horses was very great. The mail couriers were bound to travel by night as well as by day; and it is not difficult to believe Finlay when he says that the courier travels by night at the risk of his neck." The fact that the postal service was carried on as satisfactorily as it was is a sufficient tribute to the tenacity of the colonists.

There is no space here to give even the sketchiest outline of the rest of Mr. Smith's admirable work, but a glance at some of the chapter sub-divisions will give an idea of how the author works out his book. For instance, we read of "The Irritating Restrictions Imposed by the General Post Office. Disputes with the Administrator of the Colony. Postal Service on the Ottawa River. Grievances of Newspaper Publishers. Agitation in Canada for Control of the Post Office," and so on.

Beginning of the Modern Era.

The voyage in 1838 of the *Great Western* to New York in fifteen days marks the beginning of the modern era in postal service in Canada. But it also had its disadvantages. The fast packet boats on the Liverpool-New York route so far outsailed the slower vessels on the Halifax service that American news often reached this country weeks before that from Canada. Thus most news from the Dominion, and especially that concerning the rebellion of 1837, reached England and even Downing Street with a strong American flavour to it that often completely misled people and politician alike. When the true Canadian facts did arrive they too often seemed stranger than the American fiction which had the advantage of previous circulation. But Canadians were not slow to see this, and in 1840 the *Britannia* left Liverpool for Halifax with mail and did the distance in twelve days. As an instance of the energy of the authorities on the other side one may cite the case of the September sailing of this boat when the mail reached Halifax at 7 o'clock. At 8.45 the Canadian mail was *en route* for Pictou, and at 10 o'clock the *Britannia* had sailed for Boston, and by noon the ships for Newfoundland and Bermuda were under way.

The railroad, of course, created another revolution in mail carrying. In '53 the ordinary time between Quebec and Kingston in winter was four days. Four years later the railway made the same journey in 39 hours. In connection with this, it is interesting to note that the total track mileage over which mail was carried last year was 35,541.

Through the maze of facts concerning Parliamentary Acts, wars, American States and most of the other British Colonies in the West at the time, which jostle each other through the 300 odd large pages of this book it were hard indeed to follow Canada's postal progress, but for the excellent index which, like the guiding thread of Theseus, enables one to overcome the Minotaur of vain seeking and reach the Ariadne of enlightenment at the end. At the same time it is only fair to say that Mr. Smith is treating of the postal system of the whole of North America, and all this heterogeny of facts is necessary if one wishes faithfully to follow this interesting history. From the vast kaleidoscope of facts the author has made a well grouped picture, and for this, a task which might well daunt the ardour of the greatest enthusiast, he must earn, at the least, the reader's respect.

SETTLERS FOR THE WEST.

At a full meeting of the Western directors of the Western Colonisation Association, held in Winnipeg, it was determined that the kind of settlers to be brought into Western Canada should for the most part come from the British Isles and the United States. It was also thought good settlers might be obtained from Scandinavia and from Belgium and France. The Board was, however, unanimous that no immigrants should be allowed into Canada from Central or Southern Europe under any consideration.

—* *—

CATTLE IMPORTATION COMMISSION.

At a preliminary meeting, on Wednesday of last week, of the Royal Commission on the Importation of Store Cattle questions of procedure were discussed, and it was decided that parties who wish to give evidence may, if they desire it, have the assistance of counsel.

The next meeting of the Commission was fixed for the 30th inst., when Sir Daniel Hall, Chief Scientific Adviser to the Ministry of Agriculture, will give evidence.

—* *—

QUEBEC LIQUOR STAMPEDE.

The Provincial Liquor Commission has assumed control over the import of liquor into and its export from Quebec (says a *Times* cablegram). All the great wholesale houses have sold the remainder of their supply to the Commission, which, however, cannot do business outside the Province. Dealers at Montreal, unable to fill all their orders before the Government took control, loaded 15 cars with cases and rushed them out of Quebec to Smith Falls, in Eastern Ontario, which will be a shipping point until July, when "bone-dry" prohibition goes into effect in Ontario.

—* *—

Striking scenes were witnessed in Montreal recently when Dr. Chaim Weizmann, of Jerusalem, head of the Zionist movement, appealed to a meeting of the Montreal Jews to follow the scriptural precedent and give their personal adornments to help the cause of Jewry (says the Montreal correspondent of the *Daily Telegraph*). A large meeting enthusiastically followed the suggestion, and women gave earrings, brooches, watches, diamonds and rubies, over a bushel of valuables being contributed to aid the Zionist movement.

CANADA'S OLDEST UNIVERSITY.

The oldest university in Canada, King's College, Windsor (Nova Scotia), which dates back to a Royal Charter of 1791, is now entering on a new policy of expansion. His Honour Macallum Grant, the Lieutenant-Governor, of Nova Scotia, on May 12 laid the corner-stone of a new building, which is to replace the building which was burned down last year.

The chief feature of the proceedings (says the Halifax correspondent of the *Times*) was an address by Dr. Nicholas Murray Butler, the President of Columbia University, in which he outlined his ideas as to what a university should be. Dr. Butler dreaded the submergence of politics and religion in the higher education beneath the waves of emotion and opinion lashed into being by the tempest of the economic struggle. He pleaded for the form and substance of economics, together with politics, in the higher education of to-morrow, and contended that with these well taught the next generation would be sent forth prepared, not for retreat, but for advance in the regions of those human satisfactions whose deepening and widening is progress.

—* *—

LABOUR TROUBLES IN NEWFOUNDLAND.

The dockers' strike at St. John's, Newfoundland, has been settled by a compromise, which is to be effective for one year, but the unemployed of the city are again joining in demanding increased opportunities of employment.

Twelve hundred employees at the Grand Falls paper mills are striking against reduced wages (says Reuter's correspondent), and the distress among the fishery folk is extending daily. The Government decided on May 12 to vote $500,000 for relief purposes.

A loan of $4,500,000 at 6½ per cent. interest is to be raised in New York for public works and emergency measures which will enable steps to be taken to cope with the existing unemployment.

—* *—

The new light cruiser *Raleigh* was commissioned by Capt. Arthur Bromley, C.M.G., at Devonport, last week, for service as flagship of Vice-Admiral Sir William Pakenham, Commander-in-Chief on the North American Station, whose flag has been hitherto flown on shore at Bermuda.

WESTERN ASSURANCE COMPANY

INCORPORATED A.D. 1851.

Fire, Marine, Tornado, Automobile, Explosion, Riots, Strikes and Civil Commotions and Hail Insurance.

Statement as of December 30th, 1920.

Fire Premiums for 1920		$3,527,612.86	
Marine Premiums for 1920		1,743,645.32	
			$5,271,268.18
Interest and Rents			217,169.15
			$5,488,427.33
Fire Losses	$1,797,213.21		
Agents' Commissions	711,773.15		
Taxes	147,348.17		
General Expenses	626,121.78		
		$3,282,456.31	
Marine Losses	$1,755,181.94		
Agents' Commission	189,664.54		
Taxes	66,040.44		
General Expenses	137,605.29	2,148,492.21	5,430,948.52
Profit for the Year			$ 57,478.81

Capital Stock Authorised	$5,000,000.00	Capital Stock Paid up (Preference)	$1,000,000.00
Capital Stock Subscribed	2,500,000.00	Capital Stock Paid up (Common)	1,500,000.00

Losses paid since organisation in 1851, over $81,300,000.00

BOARD OF DIRECTORS.

W. B. MEIKLE, President. DR JOHN HOSKIN, K.C., Vice-President.

SIR JOHN AIRD, ROBERT BICKERDIKE (Montreal), LT.-COL. HENRY BROCK, ALFRED COOPER (London, Eng.), H. C. COX, JOHN H. FULTON (New York), D. B. HANNA, E. HAY, MILLER LASH, GEORGE A. MORROW, LT.-COL. THE HON. FREDERIC NICHOLLS, BRIG.-GENERAL SIR HENRY PELLATT, C.V.O., E. R. WOOD

BRITISH AND FOREIGN OFFICES: 14, Cornhill, London, E.C. **W. A. MILES, Manager.**

BOARD AT LONDON, ENG.

ALFRED COOPER, Chairman. LORD CABLE. SIR CHARLES JOHNSTON, BART.

HEAD OFFICES: Western Assurance Buildings, corner Wellington & Scott Streets

W. B. MEIKLE, General Manager. O. B. WAINWRIGHT, Secretary.

COMPANY MEETING.

ODHAMS PRESS, LTD.

Growth of the Business.

Lt.-Col. W. Grant Morden, M.P., chairman of the company, presiding at the first annual general meeting of Odhams' Press, Ltd., held at the Holborn Restaurant, London, on Tuesday, said: "You will observe that the net profits of the first year of the company's trading amounts to £150,265 13s., which I think you will regard as a very satisfactory result, more especially in view of the fact that, as is common knowledge, during the year the cost of wages and the price of paper and all other materials have been exceptionally high. In addition, I need hardly remind you that in the autumn of last year there was dislocation of trade owing to a coal strike, together with a general trade depression. The profits earned during the year would have justified a larger dividend than 8 per cent. being distributed to the shareholders, but in view of the present industrial uncertainty the board think it wise to conserve its resources.

Newspapers and Periodicals.

"As you are aware, the company is an amalgamation of the well-known printing and publishing business of Odhams, Ltd., with that of the no less well-known newspaper, *John Bull*, each of them having subsidiary businesses. The company are now the owners of the following newspapers and periodicals:—

John Bull.	*The Racing Guide*
Sporting Life.	*Pictures.*
Passing Show	*Monthly Film*
Kinematograph	*Record.*
Weekly.	*Odhams Monthly*
London Mail	*Novels.*
The Picturegoer.	*Sporting Life*
Everywoman's.	*Companion*
The Ideal Home.	*Everywoman's*
Pan.	*Monthly Novels.*
Children's Zoo Pictorial	

"In addition to the large printing and publishing and advertising business owned by the company, it has also an important book publishing business, process engraving department, art publishing department, bill posting department, publicity department, and pen manufacturing business. It is quite safe to say that there is no publishing house in the country so complete in itself.

"It will be seen from the report that during the year the company has acquired the entire goodwill, plant, and machinery of the very old-established and leading sporting daily newspaper, *The Sporting Life*, and has also purchased the goodwill and advertising sites of the largest outdoor publicity business in the country, the Borough Billposting Company, together with its subsidiary branches, in all controlling and owning over 10,000 advertising sites.

"The printing business was originally founded by the late Mr. William Odhams in the year 1847, so that we are of no mushroom growth, having been established over 73 years. From very small beginnings the business has become one of huge proportions, and is to-day probably the second largest printing and publishing house in the British Empire.

"There is no need for me to tell you anything about *John Bull*, the paper being world famous and having the largest circulation of any weekly journal other than, perhaps, certain of the Sunday newspapers. Since the company began operations three new publications have been established, namely, *The Ideal Home*, *Picturegoer*, and *Children's Zoo Pictorial*, all of which have met with considerable public favour, and should add to the company's earnings.

"We are meeting the shareholders during what, we hope, are the darkest moments of a great trade depression, but in spite of this the directors look forward with every confidence to the future."

After a short discussion, the report and accounts, and the declaration of a dividend of 8 per cent. on the ordinary shares of the company, less income tax, were approved.

The chairman, in acknowledging a vote of thanks to the chairman, directors, and staff, said the board took a keen interest in the company's affairs; and now that they had got the second largest publishing business in the British Empire they had the ambition to make it the largest, and in making it the largest, to make it also the most profitable for the shareholders. (Applause.)

C.P.R. STEAMSHIPS

Two New "Empresses."

The two ex-German liners, *Kaiserin Auguste Victoria* (24,581 tons), and the *Prinz Friedrich Wilhelm* (17,082 tons) have been purchased by the Canadian Pacific Railway Company, bringing the number of vessels owned by the company in the various services on the Atlantic and Pacific and Canadian lakes and rivers up to 82 with a total tonnage of approximately 440,000.

The *Kaiserin Auguste Victoria* will be renamed *Empress of Scotland*, and the *Prinz Friedrich Wilhelm*, *Empress of China*. The Canadian Pacific vessels uncompleted in the British yards owing to strikes are the *Montrose*, the *Montcalm*, and the *Montclaire* for the Montreal-Liverpool route, and the *Empress of Canada* for the Pacific.

The following appointments in connection with the steamship passenger traffic department of the C.P.R. are announced:—

Mr. W. G. Annable, at present general passenger agent, is appointed assistant passenger traffic manager, and Mr. Wm. Ballantyne, now assistant general passenger agent, general passenger agent. Mr. H. M. MacCallum, now general agent at Toronto, is appointed assistant general passenger agent at Montreal in place of Mr. Ballantyne, and Mr. H. B. Beaumont, general agent, Montreal, general agent at Toronto. The position of general agent at Montreal will be filled by Mr. J. E. Parker, at present city passenger agent, Montreal, and Mr. G. S. Reid, passenger agent of the Port Staff, becomes city passenger agent, Montreal, succeeding Mr. Parker.

—— * * ——

The Canada-West Indies trade agreement has now come into force.

The failure of about 34 per cent. of the businesses which failed in Canada last year is stated to have been due to lack of capital. Incompetent management was responsible for about 20 per cent. of the failures, inexperience for about 8 per cent., neglect for about 3 per cent., and competition for .8 per cent.

THE

SOLDIER SETTLEMENT BOARD OF CANADA.

Ex-Service Officers and men of the Imperial Forces desiring to take advantage of Canada's Soldier Settlement Land Scheme will in future make their application on their arrival in Canada to the Superintendent of the Soldier Settlement Board for the District in which they desire to settle.

Applicants will be required to satisfy the Board as to their general fitness and suitability.

MILITARY QUALIFICATIONS. They should take with them their Discharge Certificate or other documents showing evidence of service.

TRAINING. Settlers will be required to work on a farm in Canada to gain necessary experience before they can be qualified to take a farm of their own; this period shall not be less than one full year for those who have had farming experience in Great Britain, and two years in the case of those who have not so farmed.

FINANCIAL. Ability to bear the financial obligations during his training period, and applicants will be required to pay down 20% on the purchase price on land, stock and equipment purchased through the Board.

For further information relative to Canada apply to Superintendent of Emigration for Canada, 1, Regent Street, LONDON, S.W.1.

CARDIFF AS DISTRIBUTING CENTRE

Canadian Fruit Commissioner's Views.

Mr. J. Forsyth Smith, Fruit Trade Commissioner in this country for Canada, in reporting very favourably to his Government on Cardiff as a market and distributing centre for Canadian fruit (according to the *Western Mail*), He says that the first direct shipment of apples from Nova Scotia to Cardiff has sold at prices on a level with those at other markets. All arrangements for the discharge, classifying, sale and despatch of the shipment were carried out satisfactorily, the general facilities for handling the business were excellent, and all concerned are well satisfied with the results of this first experiment.

Mr. Smith also deals with Bristol as a consuming and distributing centre for Canadian fruit. He says that hitherto about 60 per cent. of apple arrivals through Bristol have been distributed in South Wales, which has a large consuming population. Bristol and Cardiff, however, appear to be somewhat too near for competitive sales at both at the same time, and it is possible that Canadian shippers may consider it to their advantage to concentrate their shipments at one or other of the two ports. Geographically, Cardiff would seem to be the preferable of the two.

Mr. Smith attaches great importance to the National Fruit Exhibition, which is to be held in London in November next, and which is expected to be one of the most important ever held in this country. He is advising Canadian shippers to be well represented on account of the fact that representatives of the Dominions are being asked to assist and advise the horticultural branch of the Department of Agriculture and Fisheries in promoting the success of the exhibition, and also because of the expectation that the exhibition will greatly enhance the prestige of Dominion fruit in this country.

—— * *

COLD STORAGE TO CANADA.

The increasing demands of Canada for the produce of tropical countries, and her constantly growing exportation of dairy products, such as eggs, cheese and butter, have rendered necessary the provision of cold storage facilities on ships in the North Atlantic trade. The latest ships to be so equipped are the s.s. *Canadian Commander* and the *Canadian Leader*, of the Canadian Government Merchant Marine, Ltd.

In these ships, each of which is 8,400 tons deadweight, the refrigeration space is situated in No. 3 'tween decks, allowing a total of 11,332 cub. ft. of cold storage, which is divided into four compartments, each of which is provided with a door opening outwards into the cargo hatch. The temperature of each compartment can be separately regulated.

The cold storage machinery on these two ships is now complete and ready for operation, while the s.s. *Canadian Victor* will complete the installation of the plant on her first trip to Montreal this season, so that she also will be able to handle cold storage traffic. For the present these ships will be employed on the run between Montreal and the United Kingdom. The provision of refrigerated chambers in the ships of the Canadian Government Merchant Marine, Ltd., will be an important factor in the development of the perishable import and export trade in connection with the world-wide steamship services they have inaugurated.

* *

PAPER MILLS CLOSED.

There is a partial or complete stoppage of work owing to a strike of employees at the Abitibi Pulp and Paper Mills, at Iroquois Falls, and at the mills of the Spanish River Pulp and Paper Company, at Espanola, Sturgeon Falls, and Sault Ste. Marie (Ontario). The mills of the St. Maurice Paper Company, at Three Rivers (Quebec) are also closed, and 350 men are still out at the E. B. Eddy Mills, in Hull (Quebec).

It is stated by the Toronto correspondent of the *Times* that most of the mills have a good supply of paper on hand, and the managements are determined that wages must be reduced to a lower level.

A Comprehensive Banking Service

Our 400 Branches give us direct representation in every Province in the Dominion and place us in a position to offer merchants, manufacturers and individuals every possible banking accommodation. We also have Agents in all the principal cities in America; while our direct connection with the Park-Union Foreign Banking Corporation, which has Branches at Paris, Yokohama, Tokio, Shanghai, San Francisco, etc., enables us to serve efficiently all who desire to finance international transactions.

Letters of Credit and Travellers' Cheques issued available in all parts of the world.

UNION BANK OF CANADA

HEAD OFFICE—WINNIPEG. Incorporated 1865.

LONDON OFFICES: 6, Princes Street, E.C.2, 26, Haymarket, S.W.1.

TOTAL ASSETS (30th November 1920) $169,205,445.

CANADIAN SECURITIES.

Prices of Canadian Securities active in London during the week previous to going to press.

Government.

Alberta.—4½ p.c. Reg., 73½; 4 p.c., 1922. 103¼.
British Columbia.—4½ p.c., 1941, Ins., 73½.
Canada.—5½ p.c Reg., 1909-34, 73½; 3 p.c. Reg., 1938, 66½; C P R, 1938, 71½; 3½ p.c. Reg., 1930-50, 67; 4 p.c. Stk., 1940-60, 74⅜; 3½ p.c. 1900-34, 75; C P R 3½ p.c., 1938, 72. 4½ p.c., 1920-25, 92.
Manitoba.—4 p.c., 1947, 75½.
Newfoundland.—3½ p.c., 1941-7-8, 67.
Ontario.—4 p.c. Reg., 1947, 84½; 4½ p.c. Reg., 1945-65, 86.
Quebec.—3 p.c. Ins., 1937, 63½; 4 p.c., 1888, 87¼
Saskatchewan.—4 p.c. Reg., 1951, 76¼.

Municipal.

Calgary.—4½ p.c., 1930-42, 75.
Edmonton.—5 p.c., 1927-48, 86; 4½ p.c., 1929-49, 72; 4½ p.c., 1930-51, 86½; 4½ p.c., 1932-52, 68; 5 p.c., 1923-53, 73; 5 p.c., 1953, 75.
Montreal.—4 p.c., 1948-50, 65⅜; 4½ p.c., 1951-3, 75; Maisonneuve, 5 p.c. Debs., 1952-3, 92½.
Moose Jaw.—4½ p.c., 1950-51, 66½.
New Westminster.—4½ p.c., 1931-62, 68½.
N. Battleford.—5½ p.c., 1943-53, 65.
Quebec.— 3½ p.c., 61⅜.
Regina.—5 p.c., 1923-38, 92; 4½ p.c., 1925-52, 64; 5 p.c., 1943-63, 83½.
St. John.—4 p.c., 1946-51, 68.
Saskatoon.—5 p.c., 1938, 79½.
S. Vancouver.—5 p.c., 70½.
Toronto.—4 p.c., 1922-8, 95; 3½ p.c., 1929, 80⅜; 4½ p.c., 1948, 75.
Vancouver.—4 p.c., 1947-9, 65⅜; 4 p.c., 1950-1-2, 62⅜.
Victoria.—4 p.c., 1920-60, 59.
Winnipeg.—4 p.c., 1940, 79½; 4½ p.c., 1943-63, 78½.

Railways.

Atlantic & N.-Western.—5 p.c., 81.
Buffalo & Lake Huron.—1st Mort., 80½: 2nd Mort., 80.
Can. Atlantic.—4 p.c., 66.
Can. Northern.—Alta., 3½ p.c., 61; 4 p.c. Perp., 64; 3½ p.c. Dom., 63½; Pac., 4 p.c., 70½; Ont., 89½; 4 p.c. Perp., 55; 3 p.c Debs., 1953, 54½; 4 p.c. Alberta, 67; 3½ p.c. Dom., 1953, 62⅜; 5 p.c. Inc. Chrge., 33; 4 p.c Manitoba, 85½; 5 p.c. Land, 93¼.
Can. Pacific.—142⅜; 4 p.c. Non-Cum. Pref., 60⅜; 4 p.c. Perp., 66½; Algoma 5 p.c., 82½.
Dom. Atlantic.—4 p.c. 2nd Debs., 63
Duluth Winnipeg.—4 p.c., 66.
Edmonton Dunvegan.—4 p.c., 1942, 64½.
Grand Trunk Junct.—5 p.c., 1934, 79.
Grand Trunk Pac.—Branch, Alberta, 78½; 3 p.c., 62½; Lake Superior 4 p.c., 1955, 62½; 4 p.c. Debs., 45½.
Grand Trunk.—Ord., 37/6; 4 p.c. Guar., 59½; 1st Pref., 40½; 2nd Pref., 29½; 3rd Pref., 12½; Borrd. Perp., 5 p.c., 73½; Perp. 4 p.c., 59½; Gt. Western, 5 p.c., 73½; 6 p.c 3-yr. Notes, Oct., 97; Western 4 p.c., 62; Dollar Bonds, 80½.
Gt. Northern of Canada.—4 p.c. 83½.
New Brunswick.—5 p.c., 84; Perp. 4 p.c., 62
Ontario & Quebec.—5 p.c., 75½.
Quebec & Lake St. John.—4 p.c., 53½.
Quebec Cent.—4 p.c. Debs., 62; 3½ p.c. 2nd Mt., 56.
St. John & Quebec.—4 p.c., 64⅜.
Temiscouata.—5 p.c. Mort. Inc., 15.

Financial, Land, etc.

Anglo-Newfoundland.—5 p.c. Debs., 82; 8 p.c. 2nd Debs., 104.
Bk. of Montreal.—London Reg., 45½.
Brit. Empire Trust.—5 p.c. Cum. Pref., 12/1½.
Can. Bk. of Commerce.—40⅜.
Calgary & Edmonton.—7/9.
Canada Land.—3/4½; 6 p.c. Debs., 24½.
Hudson's Bay. 6⅜; Pref., 81 3.
San Antonio.—6 p.c., 23½.
Trust & Loan of Can.—13/-.
Western Can. Land.—Debs., 27; Ord., 6d

Electric Power and Traction.

B.C. Telephones.—6 p.c. Cum. Pref., 62.
Brazil Traction.—33½; 6 p.c. Cum. Pref., 74⅜.
B.C. Elect.—Def. Ord., 51½; Pref. Ord., 52; 5 p.c. Cum. Perp. Pref., 57.
Can. Gen. Elect.—124⅜; 7 p.c. Pref., 107½.
Can. Light & Power.—Gld. Bds., 57½
Montreal St. Rly.—4½ p.c. Debs. No. 601-2,000, 92½; 1-4,600, 102.
Shawinigan Water.—5½ p.c. S.F.G., 107⅜.
Toronto Power.—4½ p.c., 76½.
Toronto Suburban.—4½ p.c Debs., 55.
West Kootenay.—6 p.c., 93¼.

Iron, Coal and Steel.

Algoma Steel.—5 p.c., 49½.
Can. Steel Foundries.—6 p.c., 91.
Can. Vickers.—80½.
Dom. Iron & Steel.—5 p.c. Bds., 1929, 86½
Nova Scotia.—5 p.c. Bds., 76½.

Mines.

Kirkland Prop.—10/9.
Ming. Corp. of Can.—6/.
Mond Nickel.—Ord., 24/9; 7 p.c. Cum. Pref., 17/1½.

Miscellaneous.

Asbestos Corp. of Can.—Pref., 90.
Bells Utd. Asbestos.—26/3.
Brit. Controlled Oilflds.—Com., 8/2½; 7 p.c Pref., 10/1½.
Can. Car.—6 p.c. Bds., 98⅜.
Can. Cotton.—5 p.c., 84⅜
Can. Western Lumber. 5 p.c., 59; 5 p.c Inc. Deb., 9⅜.
Can. Steamship. Com., 29½; Voting, 27.
Furness Withy. 23/-; Pref., £6/15/9.
Imp. Tob. of Can.- 17/3; Pref., 17/3.
Marconi of Can.—8/-.
Price Bros.—5 p.c. Bds. 87⅜.
Spanish River Pulp & Paper. -6 p.c S.F.G., 93½

WESTERN MUNICIPAL FINANCE.

Representatives of Canadian mortgage loan associations met at Winnipeg last week.

In the report of the Municipal Finances Committee (says a *Times* cablegram) special reference was made to the default in payment by cities and towns in Alberta and Saskatchewan. Twelve municipalities in Alberta and Saskatchewan have a funded debt of $4,513,000, on which the arrears of payment amount to $263,000. Seven at present in default have a funded debt of $3,400,000, on which $377,000 is overdue. In Alberta, Manitoba, and British Columbia steps are being taken to prevent losses by the debenture holders in future, but the situation in Saskatchewan is described as causing anxiety to the holders of all classes of securities issued by the province and its municipalities.

It was held in the report that by appointing a Local Government Board the Saskatchewan Government admitted responsibility in respect of the credit of municipal institutions.

—* *—

COMPANY REPORTS, &c.

Mining Corporation of Canada.—This corporation is exercising its option and has acquired a controlling interest in the Flin Flon property in Manitoba.

Union Bank of Canada.—Mr. J. H. Hodgins, manager of the Statistical Department at Toronto, has been appointed to the head office in Winnipeg, to direct the bank's publicity and advertising in Canada.

Trust and Loan of Canada.—This company recommends a dividend at the rate of 6 per cent. per annum for the six months ended March 31 last, and bonus of ½ per cent., both free of tax, on paid-up capital.

Canadian Pacific Railway.—Mr. E. W. Beatty, the President, announced on May 13 that, having made all the necessary financial arrangements through the sale in London of 4 per cent. perpetual consolidated debenture stock, the company would not be in the market with any securities for a considerable time to come.

Canadian Western Lumber.—The profit for 1920 was $1,563,351, plus $33,023, being interest earned less interest paid. The full 5 per cent. interest has been paid or accrued for 1920 on the 5 per cent. first mortgage debenture stock, and there remains a surplus of $301,090 available towards payment of arrears of interest which have accumulated between December 1, 1914, and December 31, 1919, on the first mortgage debenture stock. Cash warrants for 2½ per cent. interest for the half-year to June 30, 1920, were sent to the holders of stock on December 1, 1920. On June 1, 1921, cash warrants for 2½ per cent., interest for the half-year to December 31, 1920, plus an additional 5 per cent. towards arrears of interest, will be sent out, which will absorb approximately the surplus profits for the year of $301,090. The small balance, which it is not practicable to divide, will be handed to the trustees for distribution, along with such future surplus profits as may become available for payment of arrears of interest.

Canadian Finance.

Weekly Reports from Our Own Correspondents.

THE LONDON MARKET.

Stock Exchange Settling Days:—

Consols Account Day, Wednesday, June 1.

Ticket Day.	*Pay Day.*
Thurs., May 26.	Friday, May 27.

THROGMORTON STREET, Tuesday.

Stock Exchange business during the past week has been on a restricted scale, partly owing to labour influences and partly to the effects of the Whitsun recess. Underlying conditions have not been unfavourable, and the available amount of stock in the principal departments is not large. At the same time, the persistence of the new capital issue movement on a fairly large scale, combined with some tightening of monetary conditions, has done something to limit investment business, apart from the influences already mentioned. Gilt-edged issues have see-sawed, but are still confident. There has been little doing among Home rails, owing to the threatened extension of the coal labour trouble to the railways and the transport workers, but the brighter labour outlook at the time of writing has stiffened quotations a little, and the same remark applies to industrials.

Argentine rails, on the whole, have still been off colour, but Mexican Rails have advanced on the Chairman's reassuring statement regarding the physical condition of the line, and the announcement that a 25 per cent. increase in rates is to be allowed. Mexican loans have also been good, though the foreign market has displayed occasional irregularity, and French loans were depressed at one time by the disturbed Polish situation. Mines have ruled quiet and uninteresting, and rubbers are still neglected, but oil shares show underlying cheerfulness.

The Canadian department has been mostly steady without much briskness. Among the gilt-edged issues of the Dominion, the Fours have risen 1 to 75, while the 4½ per cents. hold steady at 92. Municipal bonds hold their ground.

Canadian Pacifics, in the railroad group, have fluctuated, and are lower on balance at 143. Grand Trunk junior stocks have been dull, but senior stocks mark gains of ½ to 1. Grand Trunk Pacific Fours at 46½ are 2 to the good.

Among land shares Hudson's Bays, after a further rise to 7, are now unchanged at 6⅞ on balance. Lower-priced shares have been mostly steady.

Industrial securities have been quiet and spotty. Shawinigan Water has rebounded 7 to 122½. Dominion Steels are unaltered at 42½; Canadian Cars have not varied, but the Pref. at 65½ is 2 higher, and Canadian General Electrics have added 2 at 122½.

Brazil Tractions at 33 are a fraction down, but Mexican traction senior issues are rather better.

Among Canadian silver shares there was a good advance in Mining Corporation of Canada at one time, but the quotation is under best at 6s.

—* *—

Algoma Central and Hudson Bay Railway.—March earnings, $181,344.

OUR MONTREAL LETTER.

MONTREAL, May 6.

Business pursued a varying course last week, a fairly well-marked revival of strength succeeding the weakness exhibited in the first few days. The feature was, of course, the activity in Riordon shares, which, with brief rallies, continued their downward course under considerable selling pressure. At the end of the week the paper stocks generally showed more firmness, better reports being current in regard to the businesses of several of the big enterprises. The Abitibi and Brompton Companies, for instance, report work to full capacity in their news print departments. Riordon shared in the improved tone, recovering 3 points on Saturday; Spanish River stocks also made substantial gains. Strength shown by Montreal Power, which continued to rise, after it went ex-dividend on Friday, brings the comment that the public utility stocks are now again growing in public favour, and are likely to be among the leaders when conditions improve.

Business opened quietly this week, without much feature, apart from continued strength in Montreal Power and Dominion textile, while, on the other hand, Riordon was lower, and Dominion Steel lost ground slightly. Weakness in Canada Cement aroused queries as to the possibility of a cut in the dividend rate, but this is hardly considered probable in view of the confidence shown by the company's management.

On Wednesday a considerable improvement occurred, and this continued yesterday, being evidenced in a marked and fairly general advance in prices. The paper stocks firmed up, Spanish River, Abitibi, Brompton, Laurentide, Price Bros., and Riordon sharing in the improvement. Steamships pref. rose sharply 3 points, without being specially active. Interest was shown in a considerably wider range of stocks than of late, and this led to a noticeable increase in the volume of trading.

Yesterday almost all active stocks advanced. Dominion Steel and Steel of Canada moved up 1 point each. Montreal Power, Cement, Canadian General Electric and Canadian Cottons were among the gainers. The steady strength which has recently marked the course of Dominion Textile has revived anticipations of a possible increase in the company's dividend rate.

Following the meeting of the directors of Canada Steamships yesterday, their decision to call a special general meeting of the shareholders to approve recommendations for fresh financing, and also several by-laws relating to the issue of debenture stock, was announced. This indication that the fresh financing needed by the company has been arranged, was reflected by a further upward movement in both the Preferred and Common stocks.

Among prices current at the close of business yesterday, Abitibi was 35½, Pref. 86; Asbestos 58; Brompton 34 xd.; Canadian Car 30; Cement 52½, Pref. 89; Can. Cottons 70; Can. Gen. Electric, 109; Can. Steamships 25, Pref. 47; Smelters 15; Dom. Glass 50½, Pref. 81; Dom. Steel 37, Pref. 64½; Dom. Textile 121½; Howard Smith 80, Pref. 78; Lake of Woods 138; Laurentide 97, Mont. Cottons, Pref. 97, Mont. Power 88½ xd., Price Bros. [illegible] Shawinigan, 103; Span. River 72½, Pref. 77; St. Law. Flour 51, Steel of Canada, 97; Toronto Rly. 70; Winnipeg Rly. 40½.

Incorporation is being applied for at Ottawa for the Commonwealth Bank, whose authorised capital is to be $1,000,000, and whose head office is to be at Toronto. The new bank, it is announced, will be international in its scope, much of the capital being secured in the U.S.A. The provisional directors are Messrs. C. G. Anderson, lumberman, Toronto; J. C. Lamothe, attorney, Montreal; J. J. Arnold, banker, Boston, Mass.; W. A. Baker, banker, Toronto; and W. H. Gibson, fruit grower, Newcastle, Ont.

The Dominion Securities Corporation has purchased $1,500,000 30 yr. 6 p.c. bonds of the Greater Winnipeg Water District, the price being 94 16. The new issue is for the purpose of repaying a short-term loan due in New York, July 1.

* *

CANADA PAPER RIVALS.

Canada's paper industry is facing ever increasing competition from European countries in the United States market.

During February last Canadian mills sent to the United States a total of 97,788,323 lb. of print paper, valued at $6,977,320. This was a decline of three-quarters of a million dollars in business as compared with the previous month, the figures for January being 107,843,677 lb., valued at $6,814,216. On the other hand, the paper manufacturers of several European countries are credited with a big increase of business in February over the first month of the year. Germany has become an active factor in the competition for the United States market.

* *

THE AUTOMOBILE INDUSTRY.

A report of the Dominion Bureau of Statistics for the year ending 1919, just issued, shows that the capital investment at that time in the manufacture of automobiles was approximately $57,000,000. Of the 1,289 plants, 1,236 made repairs, 42 produced accessories, while 11 manufactured automobiles.

Ontario was reported to be the centre of the industry, no less than 639 plants of one kind or another being in that Province at the end of 1919; Quebec came second with 165; Saskatchewan had 136 plants, of which all but two made repairs; Alberta had 98, Manitoba 84, British Columbia 84, Nova Scotia 49, New Brunswick 34, and Prince Edward Island 2.

* *

An order for 1,400,000 feet of the regular 3 by 9 and 3 by 11 requirements in lumber has been secured by the British Columbia Mills Timber and Trading Co. from South Africa. Shipments will begin within a month.

Many novel features are incorporated in the boat which has just been launched for the Hudson's Bay Co. for service on the Peace River. The boat is 60 ft. over all, with a beam of 11 ft. and 4 ft. depth of hull. It has a phenomenally light draught for so large a craft of but 9 inches, with a maximum of not more than 20 inches when the boat is fully loaded. The vessel is capable of a speed of 17 miles an hour.

The Merchants Bank of Canada

Total Deposits - $170,000,000

Merchants and Manufacturers desirous of opening up in Canada are offered complete and valuable information, including particulars of Water Power, Sites, Tariffs, etc.

Total Assets - $209,000,000

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INVESTMENT NOTES.

We publish elsewhere in this issue the earnings statement of the Western Assurance Co. for 1920. From this it will be seen that fire premiums for the year totalled $3,527,612, representing the substantial increase of $241,330 as compared with 1919. Marine premiums for 1920, at $1,743,645, showed a decrease, and the total income for 1920, at $5,488,427, was about $45,000 lower than for the previous year. Fire and marine losses and other expenditures, including taxes, totalled $5,430,948, leaving a balance of $57,478 of profit from the year to add to the balance of $365,097 brought forward into the year. After paying the Preference dividends and dividends of 6 per cent. on the Common stock and making all necessary provisions, the balance carried forward into 1921 is $153,752. Commenting on the year's business, the president of the company pointed out that in the case of a company doing such a widespread and varied business as that of the Western Assurance Co. there are lines of business which are with confidence relied upon for profit and others in which the fat and lean years are met with in cycles. The year 1920, he pointed out, hurt the company in only one department. "The insurance business," he remarked, "is one of averages, and must be run upon a wide spread of business and over a period of years before a true estimate of results can be formed." On the question of dividends, Mr. Meikle said that whether the Common dividend would be paid next September must depend upon the course of business in the summer months, during which most of the company's profit is made.

* * *

In the decline in security values in the Canadian stock markets—which has been in progress more or less steadily since early last autumn—nothing has been more striking than the fall in the values of the shares of the big pulp and paper companies. From the height of extreme speculative popularity which these shares enjoyed last summer they have now fallen to prices upon which the dividends represent a very attractive percentage, and this though in some cases the dividend rates have been considerably diminished, as in the case of the Abitibi and Brompton Companies.

* * *

That the high prices of last summer represented speculative rather than intrinsic values at the time may be admitted, and—after the event has occurred—it is obvious that only a depression of trade was needed to let the inflation out. In view, however, of the commanding position occupied by the Canadian industry which, while it has the United States as well as Canada for its market, possesses also the finest timber areas in North America and the great advantage of cheap hydro-electric power, it seems probable that the fall in security values has been proportionate to the wave of depression and not to the position or future outlook of the enterprises themselves, though, as our Montreal correspondent has pointed out, a strongly contributing cause in more than one case has been the share splitting schemes which were made possible and attractive by the high ratio of profit earned in 1918-19-20 on the original capitalisations. It has been disquietening, to say the least of it, to find concerns compelled to enter into difficult negotiations for fresh financing to restore their working capital positions within a few months of having presented their shareholders with two or more shares for every share originally held.

* * *

The most spectacular instance has been also the latest, viz., the fall of Riordon shares, from their high price of 226 in 1920 to around 24 early this month; even at the end of last December they stood as high as 140. In the case of this great enterprise—which, in respect of its timber limits, is stated to be one of the greatest of its kind in the world—financial difficulties arising out of the great amalgamation scheme carried out last year have apparently exercised quite as much influence as has the commercial situation, and it is suggested that even the Preference dividends may be suspended.

* * *

Curiously enough, while the shares of so many of the companies have been tumbling, those of the Spanish River Co.—which only a few years ago was wallowing in such a depth of financial embarrassment that some Canadian critics suggested that it could never emerge; in January, 1916, the shares could be bought for $3¼, and even in September, 1918, they were quoted at $13—have stood comparatively firm, so complete has been the company's recovery, and so great is the recuperative power under sound management of an industry which enjoys a strong market, owns its own raw materials, and can operate largely and economically. In this connection the current statement may be noted that the Spanish River Co. in the first nine months of its present fiscal year made by far the largest earnings in its history, a statement the more noteworthy in that the period in question, viz., July 1, 1920-March 31, 1921, embraced the worst of the commercial depression. The company's output, of course, consists largely of newsprint, the market for which has not been so much affected as that for other grades, such as kraft or that for groundwood pulp.

Meanwhile, though the possibility of labour difficulties due to wage decreases necessitated by the commercial situation must not be overlooked, recent reports indicate an improvement in the market for some of the main products of the industry. Thus the newsprint mills of the Abitibi Co. and the kraft plant of the Brompton Co. are reported to be working to full capacity, and other lines are more or less active, though groundwood pulp still remains unwanted. The shares of these two companies have been in the forefront of the decline, but although the dividends have been cut in one case from $7 to $4 per annum, and in the other from $6 to $4 per annum, these, at the quotations early in May, viz., Abitibi 35½ and Brompton 34, represent yields of over 11 per cent. per annum, which seems to suggest a considerable speculative attraction.

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LORD SHAUGHNESSY'S RAILWAY SCHEME.

Some Canadian Press Views on His Suggestion.

"At first sight, there is no doubt he reveals a means of placing the National Railways upon a business basis within a minimum period of time."—*La Patrie.*

"The great advantage is that the Canadian Pacific Railway would undertake the management of the Canadian railways without ever losing sight of the rigid principles of economy whose application have given such good results in the case of the C.P.R.'s own administration."—*Le Devoir.*

"The suggestion that an operating contract be entered into with the C.P.R. will naturally evoke suspicions of an attempted Canadian Pacific monopoly, but, with the dividend rate fixed and the system operated in trust for the Canadian people under the jurisdiction of the Federal Board of Railway Commissioners, it is difficult to see what reason there is for apprehension on this score."—*Quebec Chronicle.*

"Weight will be given to Lord Shaughnessy's proposals, and when the little Provincial minds stop carping the Canadian people will appreciate the Shaughnessy plan."—*Montreal Star.*

"It is a plan not lightly to be rejected, offering as it does a practical solution of the railway problem. Indeed, it can confidently be contended that unless a better proposal is forthcoming that of Lord Shaughnessy should be embraced, and the better proposal is not continuance of competition by the National Railways as presently constituted, with unnecessary waste of money, and consequent piling up of debt and taxation upon the people of Canada."—*Montreal Gazette.*

"Whatever else may be said about the National Railway situation, the C.P.R.'s dissatisfaction with it is a sort of presumptive evidence in its favour."—*Toronto Star.*

"The Shaughnessy plan is interesting, but it is too one-sided to attract support from the people of Canada. It is all very well to have the assurance that if the brick stays up the taxpayers will win. They know that if the brick comes down the C.P.R. will win, and they have a shrewd suspicion that the laws of gravitation are not yet suspended."—*Toronto Globe.*

"There would be no guarantee to save the country from deficits on the National system—nothing but the wonderful record of the C.P.R. as a progressive corporation, a continuous improver and expander of its system and upbuilder of the country."—*Toronto Mail and Empire.*

"For the C.P.R. shareholders the proposition is a magnificent one. Heads they win, tails they win. This fact, however, need not deter the country from weighing in its mind the possibility of national desirability.—*Ottawa Journal.*

"Lord Shaughnessy's plan appears to hold no hope of lightening the burden of Canada. It cannot be lightened: it must be borne until economy and production cause it to disappear."—*Winnipeg Tribune.*

"Even though he be studying his own interests first, it may well happen that what he proposes is also in the best interests of the other party.—*Vancouver World.*

"The plan involves several difficulties, such as the separation of the various Canadian Pacific Railway undertakings, public acceptance of large obligations, with diminished public control, and the abandonment of the policy of acquiring the Grand Trunk, to which the Government and Parliament are now partially committed."—*Vancouver Province.*

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ODHAMS PRESS.

Canadians will be interested in the resumé which appears in another column of the first annual general meeting of Odhams Press, Ltd., the chairman of which is Lt.-Col. Grant Morden, M.P. Under the very able management of Mr. J. S. Elias, the managing director, Odhams Press has become one of the most important publishing enterprises in the Mother Country. At the present time, when concerted efforts are being made by British newspapers and periodicals to increase their sales in Canada, the publications of the Odhams Press will become better known to Canadian readers, and we believe that the company are considering the advisability of publishing Canadian editions of some of their most popular publications.

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"JOURNAL OF THE PARLIAMENTS OF THE EMPIRE."

The current quarterly issue of the *Journal of the Parliaments of the Empire* (Vol. II., No. 2), published under the authority of the United Kingdom Branch of the Empire Parliamentary Association, is of special interest from the references it contains to the coming conference of the Premiers of the Empire, made in the course of debates in the various Legislatures.

In the Canadian Parliament, it is shown, considerable interest was manifested, in the course of the questions and discussions, both in the gathering and in Imperial Affairs generally. As the summaries show, in the debate on the Address, the meeting of Prime Ministers was given special attention, and both in the debate and in that on the Canadian Nationals Definition Bill, the position and status of Canada within the Empire and in relation to the outside world and the League of Nations were discussed at some length. Other subjects of debates summarised in the current issue of the *Journal* were the League of Nations, the question of a naval contribution, the French commercial treaty, trade with Russia, and the cattle embargo.

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The Anglo-Persian Oil Company will shortly start investigations into the oil-bearing areas of Newfoundland. With a view to their development, as already announced in *Canada*, an agreement has been entered into between the company and the Newfoundland Government with regard to prospecting for oil and shale on the island.

A SALVATION ARMY ROMANCE.

A wedding is announced to take place in the Central Hall, Westminster, on the afternoon of Saturday, June 11, when General Booth will conduct the marriage ceremony of his elder son, Adjutant Bernard Booth, and Captain Jane Ievers Lowther, the only child of the late Mr. H. N. Lowther, of London and Calcutta, and Mrs. Lowther, of Tonbridge.

The Adjutant was until recently one of General Booth's travelling A.D.C.s, and it was while accompanying his father on his world campaign that he met Miss Lowther, who was a fellow-traveller to Australia. Miss Lowther attended the meetings held by the General in the saloon of the ship, was charmed with the Army, became an enthusiastic Salvationist, and as soon as possible entered the Army's Training College, and is now an officer.

Amongst those who will be present at the ceremony will be some hundreds of international delegates, who will be in London for a Social Council which General Booth is holding this spring.

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The Canadian and American delegates to the great Rotary Convention in Edinburgh are to sail from New York on the Cunard liners *Caronia* and *Cameronia* on June 1.

The Right Rev. Dr. Williams, the Anglican Bishop of Huron (Ontario), has (says the Toronto correspondent of the *Times*) been empowered by his Diocesan Synod to authorise the clergy of Protestant denominations to preach in Anglican churches and Anglican clergy to preach in other churches.

BANK OF MONTREAL. EST. 1817

Paid-up Capital $22,000 000. Rest $22,000,000. Undivided Profits $1,251,850. Total Assets (Oct. 30, 1920) $560,150,812.

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The Bank has reciprocal arrangements with leading banks covering all countries, and is, therefore, in a position to offer favourable competitive rates for business in all parts of the world. With its numerous Branches it offers exceptional facilities for the transaction of a General Banking Business in Canada, Newfoundland, the United States, Mexico and France.

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General Manager, H. B. Mackenzie.

The Company undertakes, for Executors, Trustees, or Owners in the United Kingdom, the management and realization of Assets in Canada, including payment of any taxes.

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TOTAL ASSETS	**$240,000,000**

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HARDSHIPS OF OIL PROSPECTING.

Pioneer's 2,114 Mile Walk to Fort Norman.

After following the winter trail to the Fort Norman oil-fields and back again to civilisation, and, incidentally, snow-shoeing 2,114 miles, A. S. F. Rankin, Calgary, Yukon pioneer of '98, and Nevada horse rancher, has reached Ottawa with a glowing report of the richness and practicability of the northern oil areas.

Mr. Rankin (says the Ottawa correspondent of the Canadian Press) made the trip in mid-winter, leaving Calgary on November 23 last and reaching the railway again on March 26. The journey from the end of steel on the Great Waterways railway to Fort Norman and back again was made on snow-shoes, with dog teams to carry the bed rolls and provisions. The distance walked by Mr. Rankin, 2,114 miles, stands out as one of the records of the north country, and is typical of the hardships through which prospectors to the new field must pass.

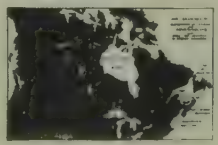
Mr. Rankin brought back samples of the oils, and has been informed that they contain a large quantity of gasolene. He is of the opinion that a pipe line for bringing the oil south is strictly feasible, and looks forward to the development of the field in the near future.

After leaving the end of steel, Mr. Rankin, accompanied by dog team and Indian guides, followed the course of the Mackenzie River into the north, averaging more than 35 miles a day. The food for the trip consisted of beans, bacon and bannock, and the party slept in the snow night after night. The party went in by way of Fort McMurray, Fort Chipewyan, Athabaska Lake and Fort Fitzgerald.

Mr. Rankin said that the Royal Canadian Mounted Police were strictly enforcing the new regulations governing the Mackenzie district, and that he had to undergo a medical examination and prove that he had sufficient funds before being allowed to enter. He staked claims, and is now awaiting approval from the Department of the Interior. Mr. Rankin expects to return to the north.

* *

The Trade Commissioners appointed by the Newfoundland Government to countries which consume Newfoundland fish, such as Portugal, Spain, Italy, and Greece, have now been recalled, to conform with the policy of retrenchment of the present administration.



WHEN IN CANADA

You will find the Managers and Staffs of our Branches willing and ready to help you in your banking transactions. They will be pleased to have you call on them.

We have over 600 Branches covering Canada from Atlantic to Pacific, and there is a Savings Department at every Branch.

THE ROYAL BANK OF CANADA.

DEPOSITS OVER 470 MILLION DOLLARS.

London Office: PRINCES STREET, E.C.

During a gale on Lake Superior last week a barge broke away from the steamer *Zillah* and capsized, and six men and a woman were drowned.

A luncheon will be held at Anderton's Hotel, Fleet Street, London, on Tuesday, May 24, at 1 o'clock, in order to inaugurate the new club for Canadians and others interested in Canadian affairs. Tickets may be obtained from the Hon. Secretary, Mr. G. H. Ward, at 2, Aldermanbury Avenue, E.C.2, price 5s. each.

Banking and Finance.

Sir A. W. Smithers' Explanation and Defence.

At Thursday's meeting of the Grand Trunk Railway Co. of Canada, Sir Alfred Smithers took the proprietors fully into the confidence of the directors, and explained the reasons which had influenced the Board in coming to the decision to recommend the approval of the new agreement with the Canadian Government. He outlined the whole of the facts leading up to the termination of the arbitration proceedings, and pointed out that under the new agreement the arbitration proceedings would be re-opened, with a right of appeal to the Supreme Court of Canada or the Privy Council on a point of law. He also made some points perfectly clear. Firstly, that the company was in its present position simply and solely due to its inability to carry on operations except at a loss, owing to the enormous increase in the cost of labour and materials. Everything possible had been done, but without success, to obtain an increase in rates sufficient to meet such a disastrous situation. Sir Alfred emphasised this point, as, he said, judging from speeches made in the Canadian Parliament, there was considerable misapprehension as to the reasons of the present position of the company. Secondly, that the value of the system, *ex* the G.T. Pacific and the subsidiaries, on the basis of 1920 prices had been placed by the engineers at considerably more than $1,000,000,000, or on the basis of pre-war costs, with a full allowance for wear, at well over $640,000,000, a sum largely in excess of all the liabilities, direct and indirect, of the entire system. Thirdly, that our confident assumption that the Canadian Government would assume full responsibility for the Grand Trunk Pacific Debenture issues was justified.

* * *

Relying on the Good Faith of Canada.

Sir Alfred Smithers entered a spirited protest against the "misleading and *ex parte* statements which had been made, and which the people of Canada might believe unless the case of the company were put fairly before them," but his attitude conformed to the views we have repeatedly expressed in these columns, viz., that it is unbelievable "that any Government could take property on a finding of the arbitrators, which was other than the final award, provided in the agreement as the basis, and the only basis, for payment, and particularly as the Government, being in full control of the property, would not be prejudiced by any necessary delay." In these circumstances it is not surprising to find that some of the stockholders wished to ensure the specific right to appeal against the decision of the arbitrators, particularly in relation to the refusal to accept evidence as to the physical value of the property, but on the advice of the Chairman that it would be far better to leave the matter to public opinion in England and Canada, and to pass the resolution to approve the new agreement, "in the full belief that Canada would behave in a proper manner," the amendment was withdrawn, the stockholders accepting the Chairman's view that it would be better "to rely on the good faith of Canada—and not on any technicality." Those chiefly interested in the arbitration proceedings (the holders of the Preference and Ordinary Stocks) will be glad to learn that, under the terms of the new agreement, the award is to be completed within four months, or such further time as the Government may grant. Between now and the date of the award the holders of these securities must possess their souls in patience, and rely upon the good faith of the Canadian Government for an equitable settlement at the end of the protracted arbitration proceedings, always remembering that the Dominion is fully alive to the danger of antagonising financial opinion in the Mother Country, and wholly anxious to arrive at a decision which is fair to both parties.

* * *

Downward Trend in Railway Expenses.

The C.P.R. and the Grand Trunk Railway earnings for the month of March present a marked dissimilarity so far as their gross earnings are concerned, but both afford welcome evidence of a contraction in working expenditure. In the case of the C.P.R., gross earnings in the period in question declined to the extent of $1,010,000, but as working expenses were reduced by the substantial figure of $1,503,000, there was an addition to net earnings of $493,000. For the three months the aggregate gross earnings were down by $1,248,000, in comparison with the same period of last year, but the contraction in working expenditure, which has now begun to make itself apparent, has converted this into a net gain for the three months of $648,000. Whilst the prospect of the early transfer of the Grand Trunk Railway to the Canadian Government has latterly robbed this company's monthly revenue statements of much of their old time interest, it is satisfactory to note that the reduction in the working expense ratio of the C.P.R. is also reflected in the March earnings of this company, for whilst the gross receipts increased by the substantial sum of £35,000, the additional expenditure for the month was only £27,500, so that there is the satisfactory addition to net revenue of £68,400. The results for the three months are also distinctly encouraging, for of a total gain in gross earnings of £793,200 for the quarter, as much as £366,500 has been returned as addition to the net revenue account for the period in question. Actually the increase in working expenses for the three months was £296,700, which is equal to about 48 per cent. of the expansion in gross revenue.

* * *

Effect of Low Metal Prices on Canadian Mining.

A Canadian undertaking which has suffered in a marked degree from the slump in metal prices is the Consolidated Mining and Smelting Co. of Canada, whose net profit for 1920 were only $291,319 as compared with $1,011,212 in the previous year. In the circumstances it is not surprising that this prominent company had to pass the dividend for the final quarter of the year. Had the prices current in August for lead, zinc, copper, and silver been maintained until December, the necessary amount to pay this would have been earned. In the interval it was not possible to reduce operating costs to any considerable extent, for wages could not be lowered until the fall in prices appeared to be permanent. In the case of materials there was no appreciable reduction and fuel actually increased in cost. In addition to these two factors increased freight charges had to be faced, which adversely affected and still continue to affect the company's net revenue to the extent of $40,000 a month. A Canadian contemporary in commenting on the report for 1920 of this important company points out that when inventories were taken at the end of the year of metals in hand this necessitated a writing down of no less than $624,115. Unfortunately, with the exception of the white metal, these stocks are still in hand, as current production has more than kept pace with current consumption since the beginning of the New Year. As a compensation for this continuation of adverse factors it is gratifying to learn that developments in the mines of the company have been very satisfactory, that the plants and equipment have been kept in a high state of efficiency, and that the year has witnessed many and most important improvements in metallurgical practice, from which the company should eventually derive substantial benefits.

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ROMANTIC QUEBEC GOLD FIND.

Much interest is taken in the discovery of gold on the Joynt homestead in Quebec (says the Toronto correspondent of the *Times*). It is stated that Sergeant-Major Bowen, late of the Canadian Expeditionary Force, hunting last autumn in the Laurentian Hills, at Kazabazua, was told a story by his Indian guide which led to the discovery.

According to legend, in 1820 the Indians of Western Quebec used to worship in a gully on the Joynt homestead. This gully is a remarkable natural sanctuary, for the cliff is so steep that the sun's rays cannot penetrate into it. A white man discovered gold in the gully, but apparently not in great quantity, and the Indians, when mining began, abandoned it as a place of worship. Mr. Bowen, impressed by the legend, visited the Joynt farm, whose owner is 94 years of age, and got permission to blow up an old stump with dynamite. The discovery of gold followed the explosion. Mr. Joynt, who for 60 years has made a bare living on a none too productive farm, will, it is now expected, probably become a millionaire.

Mr. Bowen is peculiarly affected by the discovery (adds the correspondent). In former days he dressed in most sombre fashion, but now wears a smart blue suit, a vest of many colours, a gold watch with an immense chain, a $20 hat, and suède topped boots. In the middle of conversation he breaks into singing and dancing, and although 51 years of age takes his turn in the wheel of fortune much as a schoolboy regards a new toy.

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A cable has been received from Canada suggesting that the company of "The Rebel Maid," including Miss Clara Butterworth, Mr. Thorpe Bates, and Mr. Walter Passmore, should tour Canada next year. The offer is under consideration.

Field-Marshal Sir William Robertson unveiled at the head office of the National Provincial and Union Bank of England, Ltd., 15, Bishopsgate, London, on Wednesday, May 11, a memorial to 440 members of the staff who fell in the Great War. Sir William said he understood that the National Provincial, the Union of London and Smiths, and the Bradford and Sheffield banks employed at the beginning of the war a staff of nearly 3,900, and that of that number nearly 2,800, or about 71 per cent., joined the fighting Services, of whom 440 were killed or died of wounds, disease and sickness. He also understood that 199 decorations were received.

ANSWERS TO CORRESPONDENTS.

N.B.—All letters asking for information or advice must contain an enquiry coupon from the current issue of "Canada," except when the enquirer is an annual subscriber.

Detailed replies by letter are not made except to annual subscribers. Non-subscribers desiring detailed or exhaustive replies by letter must enclose a P.O. for 5s., which will cover three questions.

Name and address must be furnished in every case. Copies should be kept of questions, and these should be numbered when more than one is asked.

Enquiries regarding investment matters should be marked "Financial" on the left-hand top corner of envelope.

MIGRATOR (Watford).—The country north and east of Prince Albert is heavily timbered with spruce, tamarack and a sprinkling of jack pine. The timber lands are administered by the Dominion Government.

R. L. H. (Gravesend).—There are eighteen active banks in Canada with 4,242 branches distributed all over the Dominion from the Atlantic to the Pacific. The branch manager is responsible for the general business of his branch, but as a rule, a limit is fixed beyond which any loan applied for must be referred to the head office. Every branch is inspected at least once a year.

H D. (Belfast).—From all we can hear the stock seems to be one likely to prove a successful speculation in course of time. The company now has a large output which is being successfully marketed; recent arrangements towards this end are regarded as being favourable. From a source usually well informed upon such matters, the opinion is expressed that recent quotations represent considerably less than the intrinsic value of the stock.

A. W. H. (Darlington).—The subject of engineering is dealt with more fully in our annual, "Canada To-Day." As to present prospects in the localities you mention, we should advise your writing to the Secretary of the Board of Trade, Sault Ste. Marie; to Mr. Fraser S. Keith, Secretary of the Engineering Institute of Canada, 126, Mansfield Street, Montreal; and to the Secretary of the Canadian Institute of Mining and Metallurgy, Drummond Building, Montreal.

T. L. (Hammersmith).—(1) The market value at the end of July, 1914, just prior to the outbreak of the war, was around 66. (2) Recent prices have been the lowest recorded for the stock since the formation of the present company. (3) We believe that your remarks correctly summarise the position of affairs; the subject has been dealt with in *Canada* recently, and until some change occurs in conditions which govern the situation, or until some further official information is available, there appears to be nothing more that can usefully be said.

NERVOUS (Pinner).—Insurance of travellers' baggage and personal effects can be obtained against any and all perils and risks by fire, theft, lightning, navigation and transportation while in the custody of any steamship or steamboat, and against fire or lightning in any hotel, dwelling or business building, except theatres and opera houses. The cost of this class of insurance per $100 in U.S. and Canada is 2 per cent. per annum, and for world-wide 2½ per cent. per annum. For shorter periods short rates on the above are charged on a basis of 2-10ths for the month, 3-10ths for two months, and so on.

STOCK.—All information available on the subject has been published in *Canada*. Recent official statements are to the effect that the dividend should be considered safe. The recent action of the stock in the Montreal market suggested that the dividend position was regarded as doubtful, but, since then there has been a considerable recovery, the quotation on May 12 being 53½. As you will have seen from the figures recently published in *Canada*, the company enjoyed a prosperous year in 1920, earnings being very well maintained, and there seems every reason to expect that 1921 will be a successful year also. Current suggestions indicate that working finances may have been depleted by their diversion for capital obligations.

J. S. W. (Lincoln).—We presume that the reasons are that the company's business has for some months past been at a very low ebb, and that the cessation of orders and the slump in values which commenced last autumn caused a serious crisis to the company's finances. The concern is believed to have weathered the storm, but its effects will be felt for some time, as, although recent reports indicate some improvement in the business, a good deal more must be experienced if the serious "ice-way" is to be made up. It is to be remembered that the company is over-capitalised and had a very lean time for several years, and its later prosperity had not continued long enough to enable a position of real strength to be gained before the slump in the later part of 1920 overtook it.

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RAILWAY EARNINGS (Gross).

Seven Days Ending May 7.

Canadian Northern, $1,069,000; decrease, $59,900.

Canadian Pacific, $2,925,000; decrease, $595,000.

Grand Trunk, £266,736; increase, £8,652

* *

Lake Superior Corporation. — The interest coupons of the first mortgage collateral trust 5 per cent. gold bonds maturing June 1, 1921, may be presented on and after May 18, between the hours of 10 and 2 o'clock, Saturdays excepted, for the payment at the rate of $4.86⅔, at the Bank of Montreal, 47, Theadneedle Street, London, E.C.2, or its branches in Montreal or New York.

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The *Imperial Colonist* for May contains an account of the work of the Calgary Hostel, and also articles, reprinted from *Canada*, on "Canada's Women Immigrants" and "Soldier Settlers."

PUBLIC NOTICES.

THE CANADIAN BANK OF COMMERCE.

DIVIDEND No. 137.

NOTICE IS HEREBY GIVEN that a DIVIDEND of Three per Cent. has been DECLARED upon the Capital Stock of this institution for the three months ending 31st May next, and that the same will be PAYABLE at the Bank or its Branches on and after Wednesday, 1st June next, to Shareholders of record on 16th May, 1921.

The Transfer Books will be closed from 17th May to 31st May, both days inclusive.

By order of the Board.

CHARLES CAMBIE, London Manager.

2, Lombard Street, E.C.3.

23rd April, 1921.

LAKE SUPERIOR CORPORATION FIRST MORTGAGE COLLATERAL TRUST FIVE PER CENT. GOLD BONDS.

The Lake Superior Corporation announces that the INTEREST COUPONS of the abovementioned Bonds, maturing 1st June, 1921, may be presented on and after the 18th May, 1921, between the hours of 10 and 2 o'clock (Saturdays excepted), for PAYMENT at the rate of 4.86⅔, at the Bank of Montreal, 47, Threadneedle Street, London, E.C.2, or its Branches in Montreal or New York. Three clear days are required for examination. Lists may be obtained on application at the Bank.

ENQUIRY COUPON.

"CANADA," No. 802. May 21, 1921.

This Coupon must be cut out and enclosed with all letters of enquiry, except those from annual subscribers.

CLASSIFIED ADVERTISEMENTS.

Advertisements under this heading will be inserted at the following rates:—Properties for sale, or business announcements of any kind, 1s. 6d. per line; minimum charge, 6s. Situations wanted or offered, etc., 1s. 6d. for first three lines, 1s. 3d. per line thereafter. Six words per line. Five insertions for the cost of four.

TO LET.

TO LET FURNISHED—A delightful little Cottage in the most beautiful part of Surrey. Nicely furnished, two sitting and two bedrooms. Local domestic help can be arranged. Rent 2½ guineas Apply "Surrey," c/o Canada Newspaper, 110, St Martin's Lane, W.C.2.

FOR SALE.

TYPEWRITERS. — Two Remington visible, No. 10, two-colour, and tabulators; excellent condition; £15 each: can be seen any time.—Apply *Canada*, 110, St. Martin's Lane, W.C.2.

FOR SALE.—Farm Lands in Western Canada at reasonable prices and on easy terms; eminently suitable for mixed farming, grain growing, etc.: convenient to railways, postal and business facilities.—Address enquiries, Box 555, *Canada*, 110, St. Martin's Lane, London, W.C.2.

A CANADIAN PROFESSIONAL DIRECTORY.

This Directory of Canadian professional Firms will not only bring those using it INTO TOUCH WITH NEW CLIENTS in various parts of Canada, where this paper circulates, but also among the readers of *Canada* in Great Britain, Ireland, France, and elsewhere. Secretaries of Companies, Directors, Liquidators, Solicitors, Brokers, Financial Firms, and Investors generally in Great Britain make use of this Directory.

Instructions can be sent to our Office in Montreal or London, England.

BARRISTERS, SOLICITORS &c.

MONTREAL—

BROWN, MONTGOMERY & McMICHAEL, Dominion Express Building, Montreal. Cable Address: "Jonhall."

A. J. Brown, K.C.	G. A. Coughlin.
W. F. Chipman, K.C.	L. H. Ballantyne.
G. P. Vanier.	R. C. McMichael, K.C.
G. H. Montgomery, K.C.	W. R. L. Shanks.
R. O. McMurtry.	F. B. Common.

Solicitors for The Royal Bank of Canada, Union Bank of Canada, Imperial Bank of Canada, The Ogilvie Flour Mills Company, Limited, Dominion Bridge Company, Limited, Northern Electric Company, Limited, Dominion Textile Company, Limited, Singer Manufacturing Company, Laurentide Company, Limited, Montreal Light, Heat & Power Company, Steel Company of Canada, Limited, Canada Cement Company, Limited, Canadian Pulp & Paper Association, Montreal Trust Company, Atlas Assurance Company, Limited, Alliance Assurance Company, Limited.

OTTAWA—

POWELL, SNOWDON & BISHOP, Solicitors, &c., 46, Sparks Street, Ottawa, Solicitors for Bank of Montreal, etc.

Any of our readers requiring the services of Canadian legal firms in cities or towns other than those mentioned above, should write to "CANADA," when the name of a good firm will be supplied.

CHARTERED ACCOUNTANTS.

TORONTO, ONT.—

RUTHERFORD, WILLIAMSON & COMPANY, Chartered Accountants, Auditors, and Trustees, Merchants Fire Chambers, Toronto. Cable address: "Willco, Toronto." Reference: Bank of Nova Scotia, Church Street.

Manufacturers' Directory and Buyers' Guide.

Nickel Silver and Brass Mills—

BARKER & ALLEN, Ltd., Birmingham, England. Nickel Silver and Brass Sheet Metal Manufacturers. Wires of every description. Cables, "Allenall," Birmingham, England.

Weldless Steel Tubes—

TUBES, Ltd., Rocky Lane, Aston Manor, Birmingham. Tubes for Boilers, Engineering Purposes, Motor Cars and Cycles.

Zinc White Manufacturers—

ORRS ZINC WHITE, Ltd., Widnes, Lancashire, England. T.A., "Orr, Widnes."

CANADIAN GOVERNMENT
Trade Commissioners
& COMMERCIAL AGENTS.

For Commercial and other information relating to Canada, application may be made to:—

Argentine Republic.

B. S. Webb, Canadian Government Trade Commissioner, Reconquista No. 46, Buenos Aires. *Cable Address, Canadian.*

Australia.

D. B. Ross, Canadian Government Trade Commissioner. Address for letters—Box 140 G.P.O., Melbourne; office—Stock Exchange Building, Melbourne. *Cable Address, Canadian.*

Belgium.

A. Stuart Bleakney, Canadian Government Trade Commissioner, 98, Boulevard Adolphe Max, Brussels.

Brazil.

E. L. McColl, Canadian Government Trade Commissioner. Address for letters—Caixa (P.O. Box) 3164, Rio de Janeiro; office, Rua Goncalves Dias 30, Rio de Janeiro, Brazil. *Cable Address, Canadian.*

British West Indies.

E. H. S. Flood, Canadian Government Trade Commissioner, Bridgetown, Barbados; Agent also for the Bermudas and British Guiana. *Cable Address, Canadian.*

China.

J. W. Ross, Canadian Government Trade Commissioner, 13, Nanking Road, Shanghai. *Cable Address, Cancoma.*

Cuba.

H. A. Chisholm, Canadian Government Trade Commissioner, 501 and 502, Teniente Rey 11, Havana. Casa de Correo—Apartado 1290. *Cable Address, Cantracom.*

France.

Hercule Barré, Canadian Government Trade Commissioner, 17 and 19, Boulevard des Capucines, Paris. *Cable Address, Stadacona.*

Holland.

George E. Shortt, Canadian Government Trade Commissioner, Zuidblaak 26, Rotterdam.

Italy.

W. McL. Clarke, Canadian Government Trade Commissioner, vie Carlo Cattaneo, 2, Milan. *Cable Address, Canadian.*

Japan.

A. E. Bryan, Canadian Government Trade Commissioner, P.O. Box 109; office, 50-B, Main Street, Yokohama. *Cable Address, Canadian.*

New Zealand.

W. A. Beddoe, Canadian Government Trade Commissioner, Union Buildings, Customs Street, Auckland. *Cable Address, Canadian.*

South Africa.

W. J. Egan, Canadian Government Trade Commissioner, Westminster House, Adderley Street, Cape Town. *Cable Address, Cantracom.*

South-Eastern Europe.

L. D. Wilgress, c/o Canadian Government Trade Commissioner, Via Carlo Cattaneo 2, Milan, Italy *Cable Address, Care Canadian, Milan.*

United Kingdom.

High Commissioner for Canada, 17, Victoria Street, London, S.W.1. 'Phone: Victoria 8350.

Harrison Watson, Canadian Government Trade Commissioner, 73, Basinghall Street, London, E.C.2, England. *Cable Address, Sleighing, London.*

J. E. Ray, Canadian Government Trade Commissioner, 4, St. Ann's Square, Manchester. *Cable Address, Cantracom.*

J. Forsyth Smith, Canadian Government Trade Commissioner, Century Buildings, 31, North John Street, Liverpool. *Cable Address, Cantracom.*

N. D. Johnston, Canadian Government Trade Commissioner, Sun Building, Clare Street, Bristol. *Cable Address, Canadian.*

G. B. Johnson, Canadian Government Trade Commissioner, 87, Union Street, Glasgow, Scotland. *Cable Address, Cantracom.*

CANADIAN COMMERCIAL AGENTS.

Australia.

B. Millin, Canadian Government Commercial Agent, The Royal Exchange Building, Sydney, N.S.W.

British West Indies.

Edgar Tripp, Canadian Government Commercial Agent, Port of Spain, Trinidad. *Cable Address, Canadian.*

R. H. Curry, Canadian Government Commercial Agent, Nassau, Bahamas.

Norway and Denmark.

C. E. Sontum, Canadian Government Commercial Agent, Grubbegd, No. 4, Christiania, Norway. *Cable Address, Sontums.*

Mr. W. S. McMichael, Chief General Inspector of the Department of Customs, who is now in Europe, has been instructed to study the question of free port zones as in operation at Copenhagen and Hamburg. On his return to Canada Mr. McMichael will report to the Hon. R. W. Wigmore, Minister of Customs, who will later proceed to Vancouver and hear any representations on the subject of creating a free port zone there.

TRADE ENQUIRIES.

Opportunities for British and Canadian Firms.

Among trade enquiries received at the Canadian Trade Commissioner's Office, 73, Basinghall Street, London, E.C.2, are the following:—

A Canadian company manufacturing toilet preparations, face powder, cream, shaving stick and cream, etc., are desirous of getting into touch with United Kingdom buyers.

An important Canadian manufacturer of bleached sulphite wood pulp invites enquiries from United Kingdom paper manufacturers and others wishing to place orders.

A Yorkshire firm claiming a connection throughout Great Britain, France, and Scandinavia are anxious to get into touch with Canadian manufacturers of bookbinders' leather and cloth, leather substitute, and leather for clothing purposes, for whom they wish to act as agents upon a commission basis.

A London firm of bookbinders would like to receive samples and prices of grained leathers from Canadian tanners.

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AGENCIES WANTED FOR CANADIAN GOODS.

Canadian manufacturers and exporters desiring to appoint agents for the sale of Canadian goods in England, or in any part of the world, are invited to communicate with the Business Enquiries Department of the *Canadian Export Pioneer*. This journal, published monthly in London by the proprietors of *Canada*, solely for the purpose of extending Canadian trade, has extensive connections among buyers abroad, and receives a constant stream of enquiries for agencies for Canadian productions. The *Pioneer* is, therefore, glad to take note of the wants of any Canadian manufacturer or exporting house regarding Oversea representation, with a view to introductions to its readers abroad, as opportunity arises. In addition to the journal's work by private correspondence "Business Enquiries" are a regular and important feature of the *Canadian Export Pioneer*, which is open free of charge to subscribers and advertisers for the publication of agency enquiries.

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CANADIAN EXPORT TRADE.

Reference has already been made in *Canada* to "Heaton's Canadian Export Book," which gives complete lists of the exportable manufactured and agricultural products of Canada, together with lists of firms who undertake to fulfil export orders in the different trades. There must be many importers in the Mother Country who have not yet considered the question of extending their connections to Canada, and this book should help them to do so. The Canadian National Railways have had a special edition prepared, and copies may be obtained free on application to Canadian National Railways, Orient House, New Broad Street, London, E.C.2

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IMPERIAL COUNCIL OF COMMERCE.

The seventh annual report of the British Imperial Council of Commerce states that as a result of the formal recommendation of the Congress of Chambers of Commerce of the British Empire, held in Toronto last September, it is hoped that a number of additional chambers will affiliate with the Council and take their share in promoting the interests of Imperial commerce. At present 218 chambers and associations of chambers are on the list, and these comprise most of the larger bodies, but over 550 British chambers are in existence.

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Saskatchewan, which 12 years ago was importing eggs for her own consumption, last year exported 1,634,400 dozen to Eastern Canada, the United States, and elsewhere.

The Cunard-Anchor liner *Cameronia* left the Mersey last week on her maiden voyage to New York viâ Halifax, carrying 1,600 passengers. Of a gross tonnage of 16,700 tons, the *Cameronia* is the largest Anchor ship afloat, although four others of a similar size are building.

IMPROVEMENT IN TRADE CONDITIONS.

The improvement in the Canadian business conditions is continuing, especially in the East, according to a recent trade report of the Canadian Credit Men's Trust Association issued from Winnipeg. The West is also feeling the improvement, but not to any great extent, owing to continued unfavourable weather conditions.

Montreal and Quebec Province wholesalers are optimistic as regards the future, and already see signs of improving business in many lines. Hardware, textile and shoe houses, as well as those in ladies' wear, have already felt the improvement, and although in some instances sales tendencies are even inclined to be weaker, it is the exception rather than the rule. Collections are inclined to be steadier.

Toronto and district advices state that hardware, millinery goods, ladies' wear, and shoes are all more active, and that orders are coming in better from country points. Retailers in the larger cities are feeling an improvement, but not to any very marked degree, sales, however, being on the right side compared with recent months. Collections, while better than a month ago are still slow.

Hardware wholesalers in Winnipeg and the West, who felt a spurt with the opening of springlike weather, found trade dulled down with the return of cold, and in this trade, like many others, much depends on fine weather in the near future. Boots and shoes sales show up well, and several large wholesale houses are denuded of several good selling lines and have difficulty in getting goods through from the East, and retailers are finding that they made a mistake in nervously holding back orders. Ladies' wear also shows improvement and non-essential lines, musical instruments, and the like, find business active.

The agricultural outlook in the West is good, and, despite lower grain prices, the greatest confidence and optimism prevail.

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CANADIAN NATIONAL EXPORT CLUB.

The Canadian National Export Club has been organised in Toronto to develop Canada's export trade, and it is expected that similar clubs will be formed in other Canadian centres. Mr. J. S. McKinnon, President of the Canadian Manufacturers' Association, assured the meeting that the aims and objects of the new club were heartily endorsed by the C.M.A. Executive.

Officers were elected as follows:—President, Mr. R. E. Jamieson, Montreal; first vice-president, Mr. Thos. Morton, Toronto; second vice-president, Mr. J. J. Foot, London, Ont.; secretary-treasurer, Mr. Alexander Marshall.

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CANADIAN FUR SALES.

The Canadian fur auctions ended on May 11, and have been generally successful (says the Montreal correspondent of the *Daily Telegraph*), half a million pelts of all varieties having been sold generally at higher prices than since the beginning of the depression in the fur trade. A large percentage of the better grade skins was purchased by representatives of British and New York companies, while French buyers secured a considerable quantity of the lighter ornamental pelts. The buyers for various countries are generally stated to be optimistic as to a return of good prices for furs.

Advances of 100 per cent. in silver fox featured a sale of furs held on April 27 by the Winnipeg Fur Auction Company. Two hundred and sixty-two lots were disposed of, totalling $55,000. Lynx advanced 50 per cent., fisher 40, mink and beaver 30, and marten 20. Prairie wolf, skunk, and weasel suffered 10 per cent. declines. Spring, fall, and winter musk rat, otter, cross and red fox, wolverine, and black bear were unchanged from the last sale.

—* *—

Information has reached New York that a Vancouver firm has arranged for the shipment of seven cargoes of coal to South Africa, and that arrangements are also being made to ship coal to Chili.

CANADIAN REPRESENTATIVES IN LONDON.

Dominion of Canada.

High Commissioner's Offices.—19, Victoria Street S.W.1. High Commissioner, The Hon. Sir George H. Perley, K.C.M.G. Secretary, Ma W. L. Griffith. (Telephone: Victoria 3350.)

Emigration Office.—Superintendent of Emigration, Lieut.-Col. J. Obed Smith, 1, Regent Street, S.W.1. (Telephone: Regent 2218 and 2219.)

Province of British Columbia.

Agent-General.—Mr. F. C. Wade, K.C., British Columbia House, 1-3, Regent Street, S.W.1. (Telephone: Regent 266.)

Province of Nova Scotia.

Agent-General.—Mr. John Howard, 57, Pall Mall, S.W.1. (Telephone: Regent 299.)

Province of Ontario.

Agent-General.— ——
165, Strand, W.C.2. (Telephone: Central 6427, 6428.)

Province of Quebec.

Agent-General.—Lieut.-Col. P. Pelletier, King's House, 36 and 38, Kingsway, W.C.2. (Telephone: Holborn 5612.)

NEWFOUNDLAND.

High Commissioner.—The Hon. Sir Edgar R. Bowring, 58, Victoria Street, S.W.1. (Telephone: Victoria 2302.)

CANADIANS IN LONDON

Arranged Alphabetically.

A

Arnaud, J. B., Newfoundland—c/o High Commissioner for Newfoundland.

B

Barnard, Sir Frank and Lady, Victoria—Hotel Cecil.
Black, I. F., M.D., Halifax—Junior Constitutional Club.

C

Comber, Sydney, and Mrs., Montreal—2, Westborough Road, Westcliff, Southend.
Craig, Fred M., Vancouver—Carlyle Club, 211, Piccadilly.

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7/6

D

Davidson, Major B. F., Halifax—Maison Rouge, Buxton.
Dawson, R., Mrs., Edith, and R. MacG., Bridgewater, N.S.—Kingsley Hotel, Hart Street, Bloomsbury.
Dobbie, George A., and Mrs., Galt—Hotel Cecil.

F

Fisher, F. A., St. John—Savoy Hotel.

G

Gillin, Lt.-Col. M. C., Halifax—96, Piccadilly.

H

Haszard, Col. H., Newfoundland—c/o High Commissioner for Newfoundland.
Helliwell, Mrs. J. F., and Mrs., Vancouver—c/o Bank of Montreal, Waterloo Place.
Hughson, W., and Mrs., Ottawa—Duke's Hotel, St. James' Place.

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I

Irvine, Wm., Montreal—Savoy Hotel.

L

Lewis, May, Ottawa—Hotel Rubens, Buckingham Palace Road.
Lighthall, Katherine M., and Alice M. S., Montreal—c/o Miss Wilkes, 129, Palace Road, Tulse Hill, S.W.
Lindsay, J. A., Victoria—Hotel Cecil.
Lott, Lt.-Col. H. C. (Mesopotamia Exp. Force), Montreal and Winnipeg—The Grove, Holbrook, Ipswich.

MacMc.

McClinton, Dr. W. S., and Mrs., Midland, Ont.—9, Alma Road, Canonbury, N.

N

Noble, S. R., and Mrs., Montreal—Savoy Hotel.

P

Parker, Julia, Ottawa—10, Norfolk Road, St. John's Wood.
Penelton, H. N., Toronto—Carlton Mansions, Clapham Road.

R

Ruddick, Marion C., Ottawa—c/o Bank of Montreal, 9, Waterloo Place.

S

Smith, Mrs. J. Wesley, Toronto—31, Prince's Square, Bayswater.
Steiner, Ernest A., Toronto—Hotel Washington, Curzon Street.
Sumner, George, Montreal—Royal Colonial Institute.

T

Tweedale, Bernard A., Vancouver—c/o Thos. Cook and Son, Paris.

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W

Webster, Margaret D., Montreal — 31, Prince's Square, Bayswater.
Webster, S. R., and N. S., Toronto—31, Prince's Square, Bayswater.

——* *——

"OVERSEAS."

The question, "Shall we Renew the Japanese Alliance?" is discussed in *Overseas* by F. A. McKenzie, who holds that "we want the new Alliance to secure peace and justice in Eastern Asia, guarantee and protect the rights of our own nationals, conserve the interests and independence of China and Siberia, and recognise adequately the power and dignity of New Japan." Hamilton Fyfe tells who Karl Marx was, what was his manner of life, and what were his theories. Ralph Stocks begins the story of the voyage of the *Dream Ship*, a 47-foot lifeboat in which he sailed more than half round the world. Among other articles are "Insomnia, and How to Cure It," by F. C. Yardley, and "Baby-craft, a Little-known Science," by Winifride Wrench.

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The White Star Line twin-screw steamer *Doric* (16,300 tons), now being constructed by Harland & Wolff, Belfast, for the company's Liverpool and Canada service, is already framed and partially plated. When this vessel is in commission, she should prove one of the finest navigating on the St. Lawrence. Propelled by geared turbines, the *Doric* will carry 600 cabin and 1,700 third-class passengers, and the accommodation for both classes will be of a very superior character.

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Wednesday, May 25.—**Empress of Britain.*
Wednesday, June 1.—*Metagama.*
Wednesday, June 8.—**Empress of France.*
Friday, June 10.—*Victorian.*
Friday, June 17.—*Melita.*
Wednesday, June 22.—**Empress of Britain.*
Friday, June 24.—*Minnedosa.*
Friday, July 1.—*Metagama.*
Wednesday, July 6.—**Empress of France.*
Friday, July 8.—*Victorian.*
*Three-class steamers (Quebec only).

Glasgow to Quebec and Montreal.
Saturday, May 28.—*Pretorian.*
Wednesday, June 15.—*Tunisian.*

Southampton to Quebec and Montreal
Wednesday, June 1.—*Scandinavian.*
Thursday, June 16.—*Corsican.*
Thursday, July 7.—*Scandinavian.*
Wednesday, July 13.—*Scotian.*

Vancouver to China and Japan.
Wednesday, June 15.— *Empress of Japan.*
Thursday, June 23.—*Empress of Asia.*
Saturday, July 16.—*Monteagle.*
Thursday, July 21.—*Empress of Russia.*

Cunard Steamship Co.

Liverpool to Halifax or New York.
Tuesday, May 31.—*Carmania.*
Thursday, June 16.—*Caronia.*
Thursday, June 30.—*Carmania.*

Southampton to New York.
Saturday, May 28.—*Mauretania.*
Saturday, June 4.—*Aquitania.*

London to Halifax.
Saturday, May 21.—*Saxonia.*
Thursday, June 30.—*Saxonia*

White Star Line.

Southampton to New York.
Wednesday, May 25.—*Olympic.*
Wednesday, June 15.—*Olympic.*

Liverpool to New York.
Saturday, May 28.—*Cedric.*
Saturday, June 11.—*Celtic.*

Red Star Line.

Southampton to New York.
Friday, May 27.—*Lapland.*
Friday, June 3.—*Kroonland.*
Friday, June 10.—*Finland.*

White Star-Dominion Line.

Liverpool to Quebec and Montreal.
Saturday, May 21.—*Canada*
Saturday, June 4.—*Megantic.*
Tuesday, June 7.—*Sedic.*
Friday, June 10.—*City of London.*

Manchester Liners.

Manchester to Quebec and Montreal.
Tuesday, May 31.—*Manchester Division*

Manchester to St. John.
Tuesday, May 31.—*Manchester Shipper.*

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Saturday, June 18.—*Grey County.*

Liverpool to Montreal.
Sunday, July 10.—*Horda.*
Sunday, July 24.—*Hastings County.*

Passenger steamships for Australasian ports leave Vancouver as follows:—June 4, *Makura;* July 9, *Niagara;* August 6, *Makura.*

Letters, parcels and newspapers are due by direct mail from Canada by the R.M.S. *Empress of Britain* and *Metagama* on May 18; *Scandinavian*, May 22.

Letters only viâ New York are due by the *Olympic* May 20, *Cedric* and *Kroonland* May 23, and *Carmania* May 25.

——* *——

Province of Nova Scotia. — The National Provincial and Union Bank of England, Ltd., notifies that in order to prepare the dividends due July 1 on the Nova Scotia 3 per cent. and 3½ per cent. stock, the balances of the several accounts will be struck at the close of business on June 1.

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A form for subscriptions to "CANADA" with full particulars of cost will be found on page iv of this issue.

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or the Canadian Government Emigration Agent at 48, Lord Street, Liverpool; 139, Corporation Street, Birmingham; 52, Baldwin Street, Bristol; Canada Chambers, Museum Street, York; 107, Hope Street, Glasgow; 116, Union Street, Aberdeen; 17-19, Victoria Street, Belfast; 44, Dawson Street, Dublin; 54 Castle Street, Carlisle; Market Place, Peterborough; 310, High Street, Bangor, Wales. Or to any Licensed Booking Agent.

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